URBAN/MUNICIPAL
CA4 ON MBL A05
C51T6 SEPT. 1992

AGENDAS/MINUTES OF THE TRANSPORT AND ENVIRONMENT COMMITTEE OF COUNCIL

Sept. 21 - Nov. 2/92

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1992

1992 September 16

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 September 21
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL
SEP 9 -
GOVERNMENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS** (9:30 o'clock a.m.)

   (a) Harbour Clean-up
   Linwold Wastewater Systems
   Mr. Larry Russell
   Mr. Keith Robson

   (b) Provision of Parking at Beasley Park - Central/Beasley P.R.I.D.E.
   Ms. J. Davenport, Mr. J. Macaluso, Mr. B. Norris

2. **CONSENT AGENDA**

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

   (a) Decontamination of PCBs by PPM Canada Inc. for J I Case, 450 Sherman Avenue North

   (b) Decontamination of PCBs by PPM Canada Inc. for Union Drawn Steel Company Ltd., 1350 Burlington Street East

   (c) Decontamination of PCBs by PPM Canada Inc. for Hamilton Hydro-Electric System at 450 Nebo Road

   (d) 1992 Servicing Expenditures related to Subdivisions

   (e) CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

4. **DIRECTOR OF PUBLIC WORKS**

   (a) Use of City Trucks to and from Work by Public Works Department Foreman

   (b) Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance

5. **CITY CLERK**

   Policies for Traffic Control in Hamlets and Speed Limits on Rural Regional Roads

6. **ALDERMAN V. J. AGRO**

   Bay Street North from Barton Street to Cannon Street - Parking Regulations

7. **ALDERMAN F. EISENBERGER**

   Installation of Stop Signs

8. **ALDERMAN D. ROSS**

   School Crossing Guard - Rice Avenue and Sanatorium Road (No Copy)

9. **NEW BUSINESS**

10. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
2.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. F. Main Director of Traffic Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
3.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. F. Main Director of Traffic	Report Pending Public Meeting
4.	Intersection of Sterling Street and Dalewood Crescent	1992 July 20	Alderman M. Kiss Mr. M. F. Main Director of Traffic	Tabled Prepare Report
5.	Corner Clearances - Intersection of Marion Avenue South and South Oval	1992 August 17	Mr. M. F. Main Director of Traffic	Report Pending - 6 months February, 1993
6.	Intersection of Bowman and Sussex Streets - Safety Issue	1992 August 17	Mr. D. Lobo, Director Public Works Dept. Mr. M. F. Main Director of Traffic	Prepare Report
7.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Alderman M. Kiss Mr. M. F. Main Director of Traffic	Tabled
8.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Alderman M. Kiss Mr. M. F. Main Director of Traffic	Tabled

Kevin C. Christenson, Secretary

1992 September 15

LINWOLD
WASTEWATER SYSTEMS

1(a)

PROPOSAL FOR THE RECULTIVATION OF THE WATERS OF HAMILTON HARBOUR OF LAKE ONTARIO, CANADA

Presented to the Environmental Services Committee
Regional Municipality of Hamilton-Wentworth
9 September 1992

19 PRINCESS ANNE CRES. ISLINGTON, ONTARIO. M9A 2N9 TEL:(416)232 0837 FAX:(416)232 1059

HAMILTON HARBOUR - RECULTIVATION OF THE WATERS

Introduction.

The Hamilton Harbour Remedial Action Plan is designed to return the Harbour waters to a more natural ecosystem by addressing the sources of pollution. This is obviously the preferred solution but by its nature is a long term process as it involves significant changes by industry, the municipalities and farmers. This will be expensive and time consuming to get agreement that the changes are indeed the right ones and are economically and environmentally sound.

The proposal we are presenting is an interim solution to allow the goals of the stakeholders (as identified in the interim report of 1986 and subsequent revisions) to be met, while the long term solutions are studied and hence final solutions are identified and put in place.

Background

The Hamilton Harbour has a surface area of 2150 hectares with an average depth of 13metres and a maximum depth of 26 metres. Although there is only a relatively small channel linking the Harbour with Lake Ontario, the water residence time on average is about 90 days due to significant exchange of water with Lake Ontario through the Burlington Canal. Without this flow the problems of the Harbour would be much more severe.

Seventeen percent (380 hectares) of the harbour is shallower than 6 metres (the Littoral Zone) but only 90 hectares are currently colonised by aquatic vegetation due to various physical stresses and poor water clarity. During the summer when temperature stratification becomes established, oxygen exchange with the atmosphere is cut off and oxygen in the Hypolimnion (the lower level) is reduced to 12 to 15 % of the guidelines and may actually become anoxic (devoid of oxygen) for periods. Because of the exchange of water between the Harbour and Lake Ontario significant variations take place even within the daily cycle.

Current uses of water.

1.Navigation. Hamilton Harbour is the second largest Canadian Port on the Great Lakes and handles approx. 11 million tonnes of cargo per annum.

2. Wildlife. There are six areas within the Harbour defined as having significance for wildlife. The most important of these is Cootes Paradise which has seen serious reduction in the critical Marsh habitat.

3. Recreation. Boating is a significant activity but recreational use is limited by a ban on swimming in the Harbour for Health reasons. Sport fishing is limited by the advisory on eating sport fish caught within the Harbour.

4. Waste Disposal. Hamilton and Burlington sewage treatment plants discharge into the Harbour. All industries except Stelco and Dofasco discharge into the Municipal sewage treatment plants. Stelco and Dofasco discharge part of their waste directly into the Harbour after on-site treatment. Overflow from combined sewers during heavy rainfall results in raw sewage entering the Harbour directly. Both iron and steel industries withdraw water for direct contact cooling purposes which pose serious difficulties in controlling contaminants before being returned to the Harbour.

Political Jurisdiction.

The Hamilton Harbour Commission is the prime authority over the Harbour, its waters and waterfront properties. However the City of Hamilton also has power to regulate land use within the Harbour area which does not interfere with shipping and navigation uses. In practice the HHC also regulates the activities and facilities within the Harbour on behalf of the Provincial and Federal Governments.

The Province of Ontario has the prime authority for the control of waste disposal into the Harbour through the Ontario Water Resources Act, the Environmental Protection Act and the Ontario Planning and Development Acts. Within the Ontario Planning and Development Acts, both the Region of Hamilton - Wentworth and the Cities of Hamilton and Burlington have responsibilities for land use and control of water, sewage systems and landfill sites.

Map H-2: Surface Stream and Waste Water Treatment Plant (WWTP) Discharges.

STREAMS, WWTP & SEWER OUTFALLS ▲

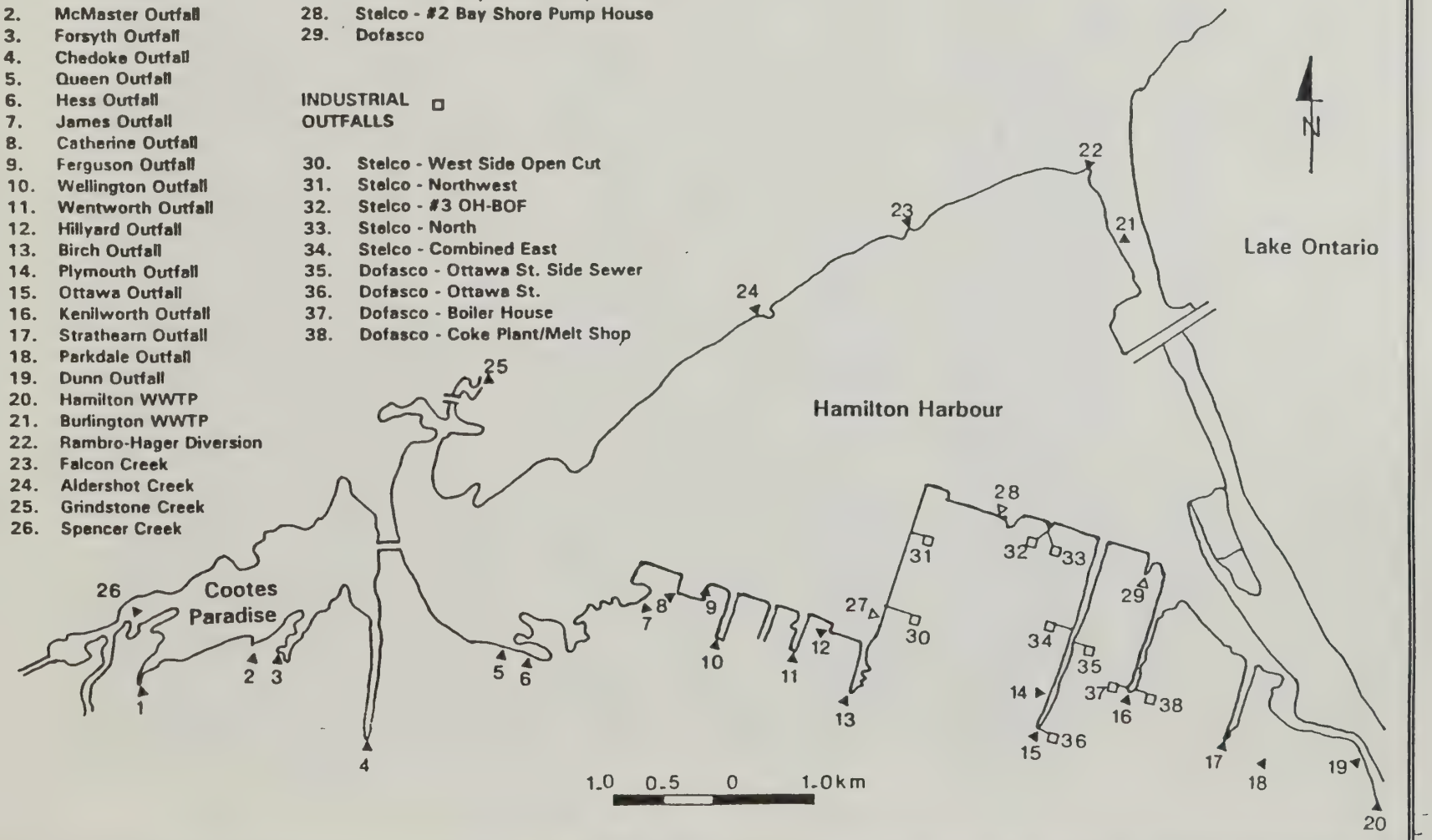
1. Ewen Outfall
2. McMaster Outfall
3. Forsyth Outfall
4. Chedoke Outfall
5. Queen Outfall
6. Hess Outfall
7. James Outfall
8. Catherine Outfall
9. Ferguson Outfall
10. Wellington Outfall
11. Wentworth Outfall
12. Hillyard Outfall
13. Birch Outfall
14. Plymouth Outfall
15. Ottawa Outfall
16. Kenilworth Outfall
17. Strathearn Outfall
18. Parkdale Outfall
19. Dunn Outfall
20. Hamilton WWTP
21. Burlington WWTP
22. Rambro-Hager Diversion
23. Falcon Creek
24. Aldershot Creek
25. Grindstone Creek
26. Spencer Creek

INDUSTRIAL OUTFALLS △

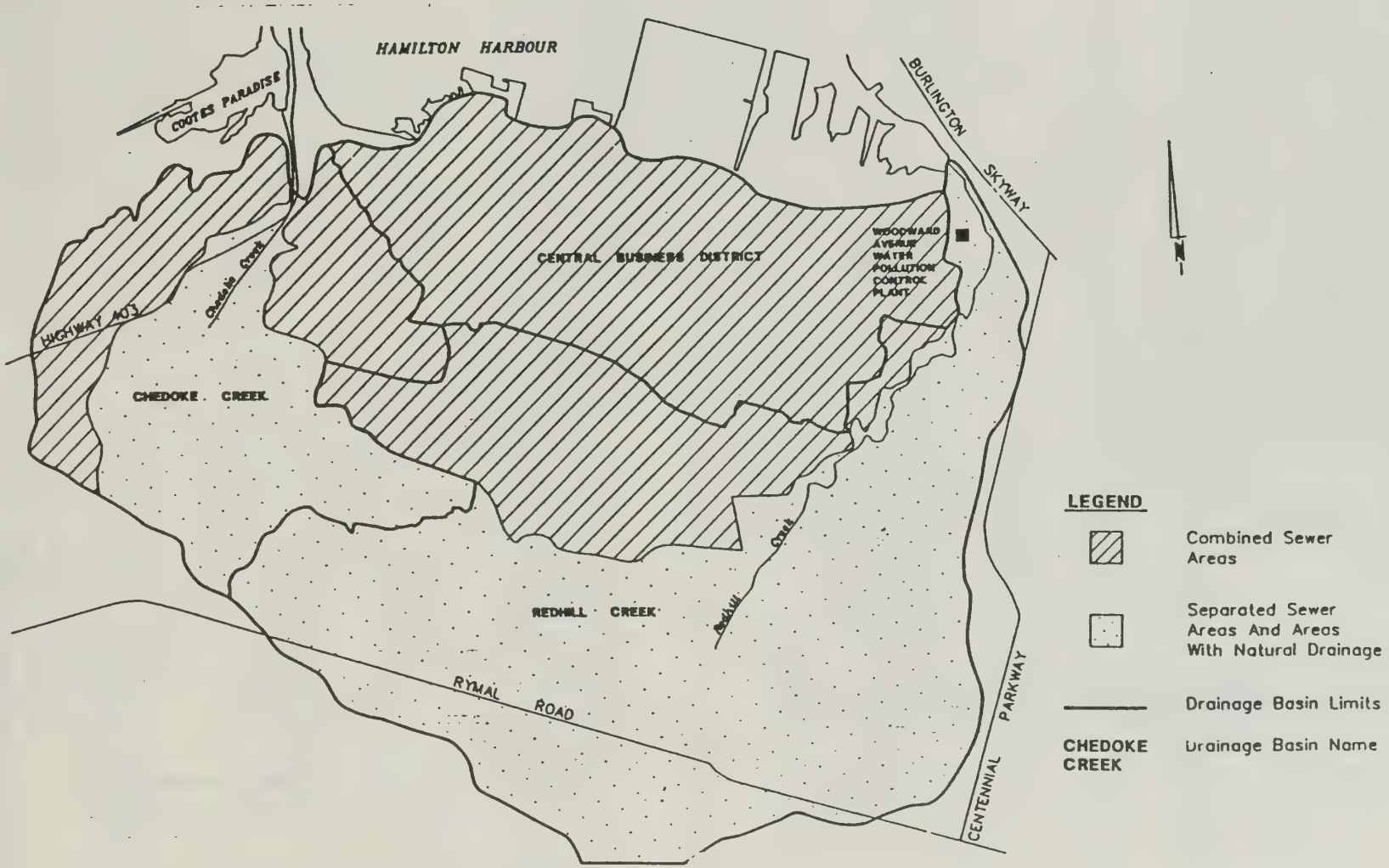
27. Stelco - #1 Bay Shore Pump House
28. Stelco - #2 Bay Shore Pump House
29. Dofasco

INDUSTRIAL OUTFALLS □

30. Stelco - West Side Open Cut
31. Stelco - Northwest
32. Stelco - #3 OH-BOF
33. Stelco - North
34. Stelco - Combined East
35. Dofasco - Ottawa St. Side Sewer
36. Dofasco - Ottawa St.
37. Dofasco - Boiler House
38. Dofasco - Coke Plant/Melt Shop



Map H-3: Major drainage basins and sewer system categories within the Hamilton area.



Source: Joint Study by Paul Theil Limited and Beak Consultants Limited, 1992.

Pollutants.

Ammonia and Nitrates. The Harbour waters now meet the Ammonia Objectives but higher levels occur in the sediments, believed to be due to the undecomposed organic matter discharged from the Sewage Treatment Plants.

Phosphorus. Reduced but still three times the level recommended for the control of algae.

Water Clarity. 35% below target.

Dissolved Oxygen. Rapidly declines from saturation in early spring to 85% saturation in the surface waters (Epilimnion) and to 10 - 20% in the deep water (Hypolimnion). The flows of oxygen rich water from Lake Ontario result in a range of anoxic to 20% or even higher on a daily basis. Oxygen levels remain below saturation in the fall in both Epilimnion and Hypolimnion due to the breakdown of the water column and mixing of the poorly oxygenated waters from the hypolimnion throughout the water body. The Oxygen content varies considerably from point to point and from year to year.

Eutrophication Related Conditions. Concentrations of Total Phosphorus and Total Kjeldahl Nitrogen have been consistently above MOE guidelines.

Benthos. Low hypolimnion oxygen conditions in the summer limit the deep water benthic community to that which can withstand low dissolved oxygen for prolonged periods of time. This disrupts the species diversity and numbers of predator organisms and ultimately leads to loss of desirable species at higher trophic levels,(e.g. Sport Fish).

Figure 21a: Hamilton Harbour - Present State.

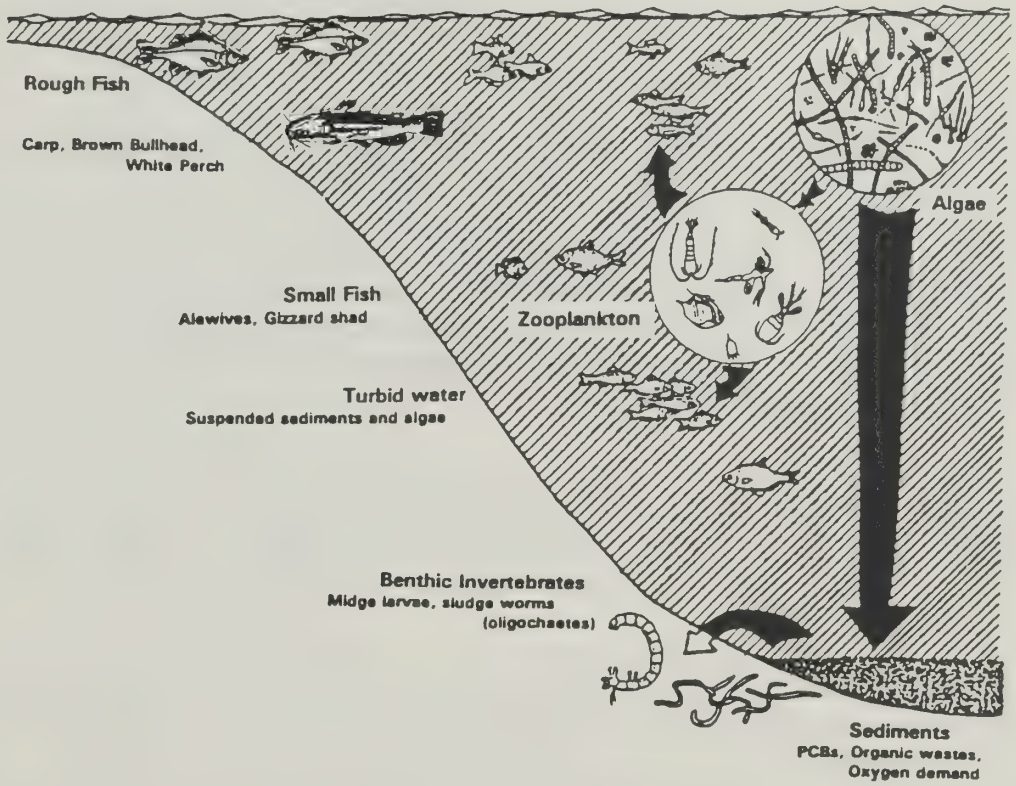
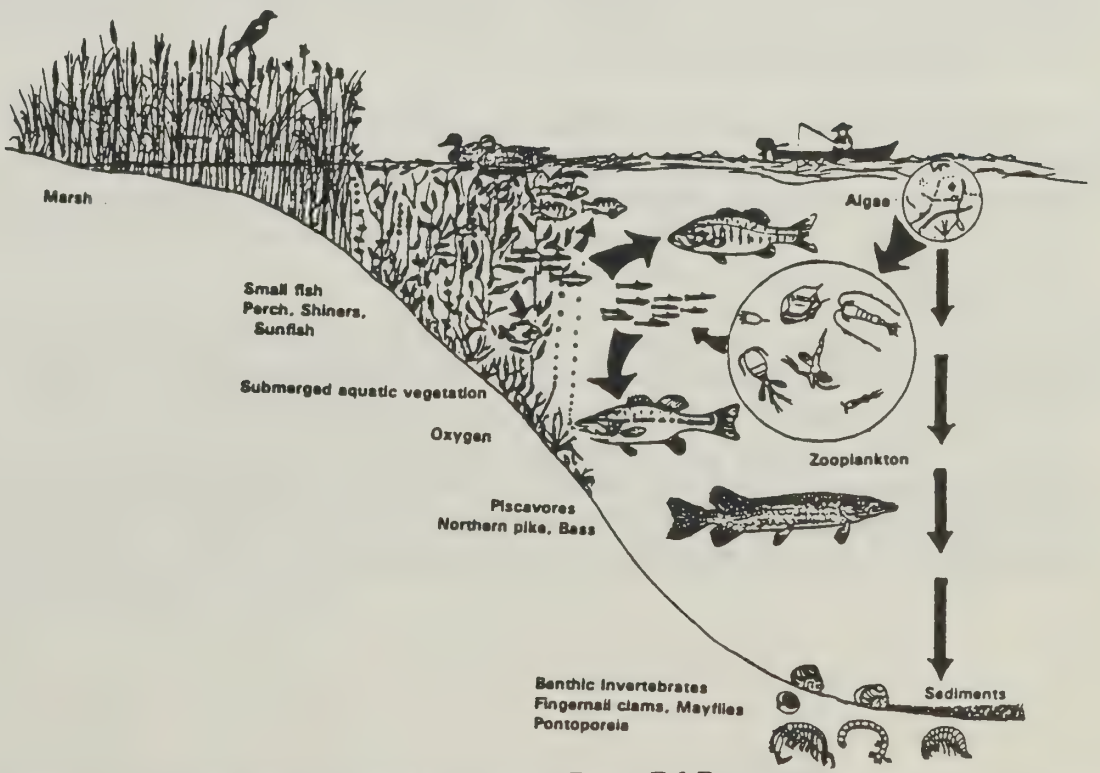


Figure 21b: Hamilton Harbour - Future State.



Source: Concept courtesy Green Bay, RAP report.

THE EKOFLOX SYSTEM TO RECULTIVATE THE HARBOUR WATERS.

The Ekoflox system is designed to provide aeration of the total waters without disturbing the natural temperature gradients within the harbour thereby encouraging the natural life cycle to recover to the point where the harbour waters become self sustaining. With the reduction in pollutants entering the harbour this would take place naturally over time. The Ekoflox system allows this to be compressed into two to three years instead of twenty.

Based upon our inspection of Hamilton Harbour and surroundings, the information provided by the Canada Centre for Inland Waters and the Regional Department of Engineering, and the data per the ordinance map of the area, the proposal submitted herein is an Ekoflox system designed to meet the specific pollution characteristics currently identified.

The recultivation scheme as proposed provides guaranteed results within the shortest possible period of time, assuming that the level of pollution and/or its characteristics are not permitted to increase to any significant extent. Ongoing monitoring of pollution will identify any increases which might occur and these can be dealt with at a later stage. Allowances have been made for such eventualities and the possible addition of chemicals being introduced into the water to counteract the cause, as mentioned under the Description of the Installation.

It will be noted that the scheme does not allow for Ekoflox units to be installed in the more shallow waters between the yachting marinas and Carrolls Point. Due to those water depths, we do not consider this to be necessary, as the aeration and circulating activities of the Ekoflox units in the deeper waters, will result in drastically improved water quality throughout the whole harbour area.

However a major contribution to the pollution is the overflow from combined storm/sewage overflows after heavy rains. Other proposals are being made to control this but in the meantime the extent of these will determine the speed at which the water will be purified. Should it be considered preferable to hasten the recultivation time in the shallow water areas, we would advise the installation of a number of Miniflox units with biological barriers, strategically located at inflow sources of pollution. This is an extremely inexpensive system to meet such conditions.

This Ekoflox scheme will guarantee the desired results being realised in the shortest possible time by;

* Drastically increasing the level and consumption of oxygen throughout the entire waters, restoring its ecosystem to its natural balance.

* Existing levels of phosphorus, nitrogen, iron and manganese will be greatly reduced and growth of algae curtailed.

* Oxygenation of all bottom sediments will create rapid decomposition of organic matter, total mineralisation of the sediments and reduction of all chemical matter in the water.

* During the first few weeks of full operation, the Ekoflox units will be providing very intensive aeration that will strip all gases that have dissolved in the water, and the aerobic conditions thus created will greatly stimulate biological life.

* The total mixing of the waters, during the winter season, will prevent freezing of large areas of the harbour, thereby significantly increasing aeration during this most critical period.

By permitting the Ekoflox system to operate at full power initially, i.e., at a 24 hour mode for up to the first 9 to 12 months, the recultivation results will become readily apparent. Thereafter, the operational mode can be changed to periodic operations, without affecting the performance of the Ekoflox system.

Within a maximum period of up to two to three years, the Ekoflox system will have returned the waters to a self-cleaning capability, thereafter only requiring the system to be operated occasionally. As previously stated, this time period can be further reduced by the installation of a few Miniflox units in the more shallow waters.

To assist consideration of this option, we have noted on the attached map of the harbour, in addition to the Ekoflox locations, the most suitable possible locations for installing a number of Miniflox units with biological barriers, i.e. Desjardins Canal, Falcon Creek and Indian Creek.

Figure 42: General functional relation amongst control factors, water and sediment objectives, and targeted uses.

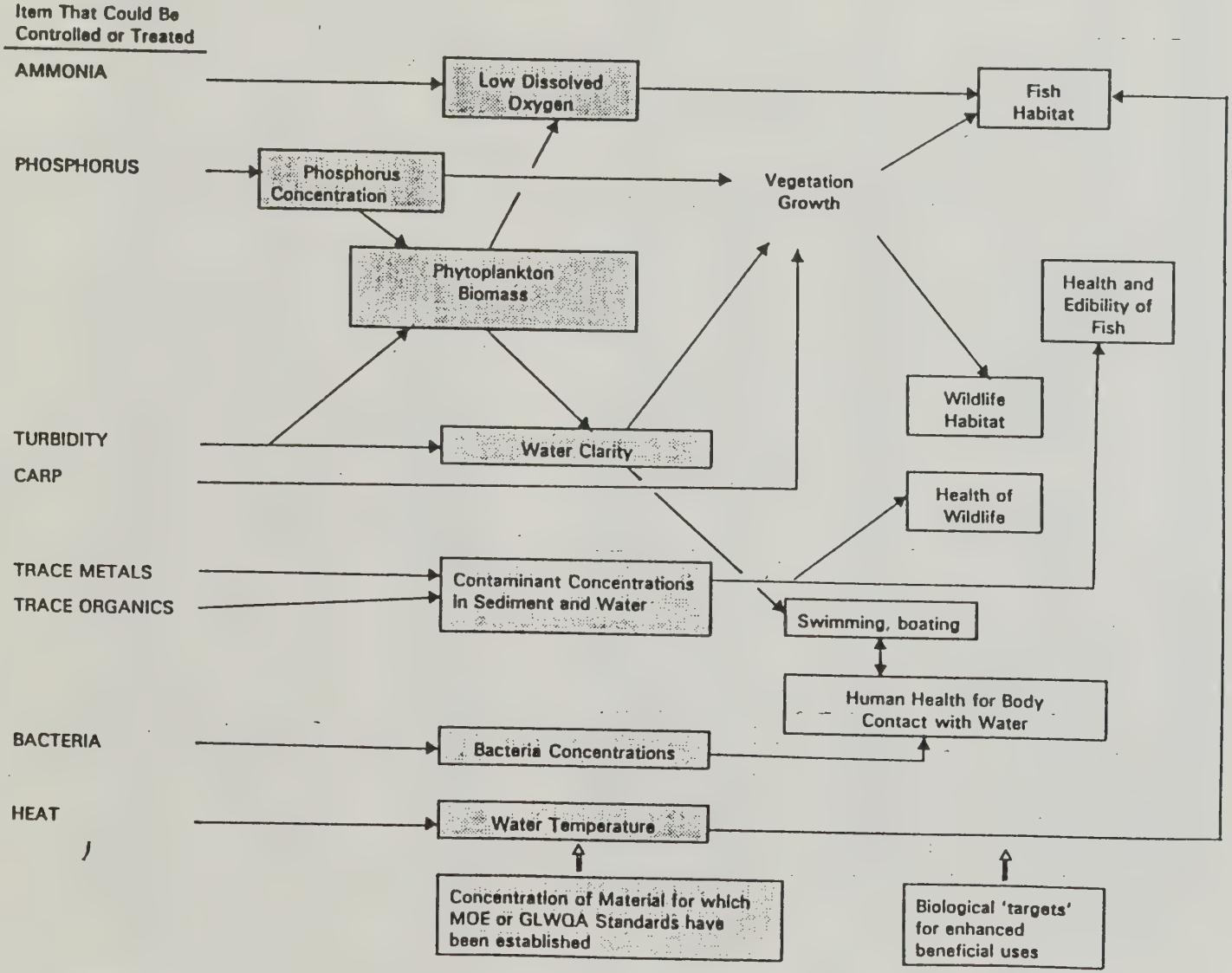
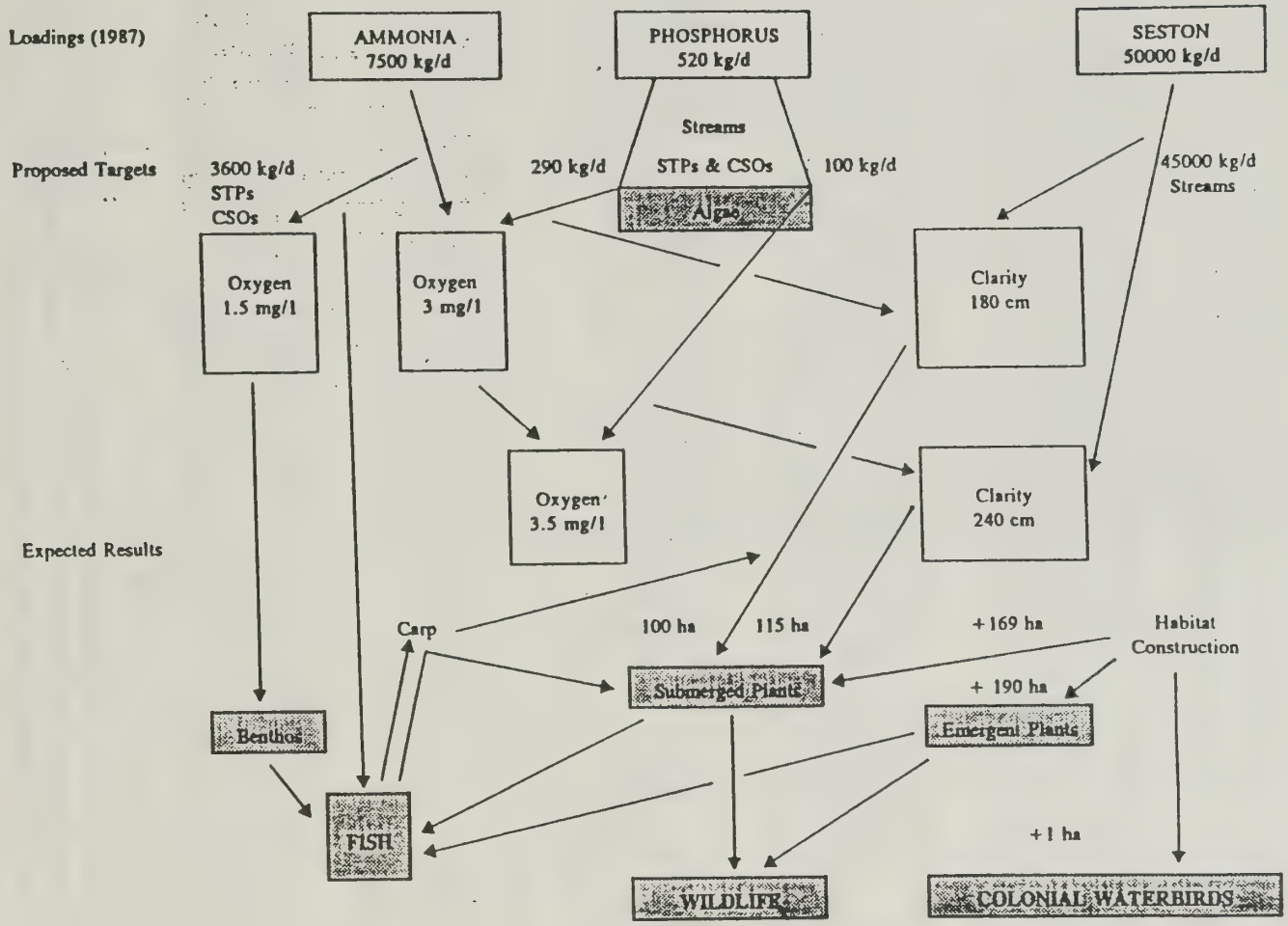


Figure 43: Quantitative relations in eutrophic conditions.



Source: S. Painter, 1988

HAMILTON HARBOUR - RECULTIVATION OF THE WATERS

Description of the Installation

(Please refer to the map of the harbour)

The proposed EKOFLOX proposal comprises a group of three Ekoflox aeration units in a series of three, located in three separate areas of the water where it is generally at its deepest. All waters within the bay will naturally flow to the deepest area where it will be aerated and circulated throughout the whole harbour area thereby securing the most effective use of oxygen transfer.

Each Ekoflox unit will be floated to its predetermined location and anchored in a vertical position by concrete anchor blocks of approximately two tons weight. Attached to each unit will be the air supply pipe which will also be anchored by pre-loaded iron forms, and directed to the air supply housings located on shore. Each air supply housing will service three Ekoflox units.

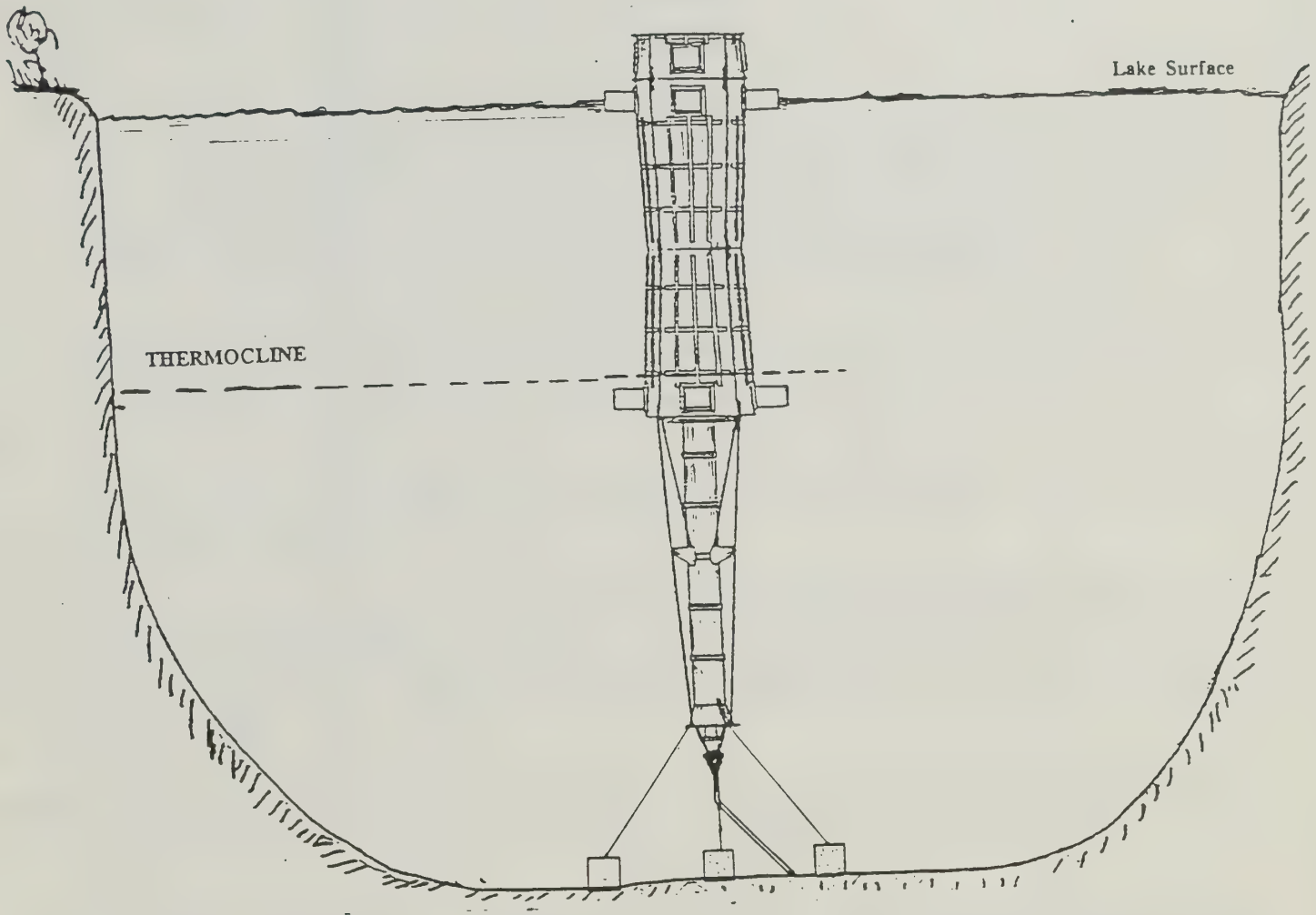
Although we have avoided the ships anchorage area to some extent, when selecting the areas for each group of three Ekoflox units, we realise that some adjustment may be necessary in order to avoid the possible danger of ships' anchors becoming tangled in the submerged air pipes. The advice of the Hamilton Harbour Port Authority would be appreciated in this connection.

Each Ekoflox unit will extend above the water surface about half a metre during the passive season mode (Summer), and slightly below the surface during the active mixing mode (Winter), and will therefore be fitted with Solar lamps for night time identification. Alternatively, hydro cables can be laid alongside the aeration pipes to provide more permanent power.

The air supply housings will be specially adapted 20 foot containers delivered to site fully equipped. Each housing will contain the compressors, pumps, electric panels etc., and small laboratory testing equipment for on site periodic water quality checks. The compressors and pumps will be duplicated, one each for standby purposes.

Small mixing basins are provided for eventual mixing and pumping of chemicals to be fed via the air pipes should the need arise., i.e. the mixing of calcium milk with the water mass is one of the most inexpensive methods of countering the effects of acid rain.

EKOFLOX



SCHROEDER ENGINEERING
CONSULTANTS LIMITED

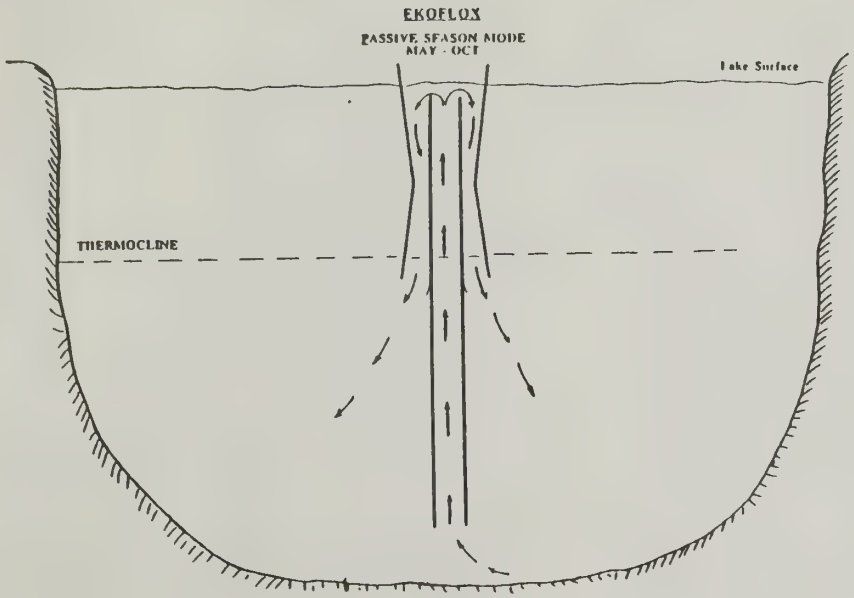
THIS SHEET:
SCHEMATIC ELEVATION
TYPICAL EKOFLOX UNIT

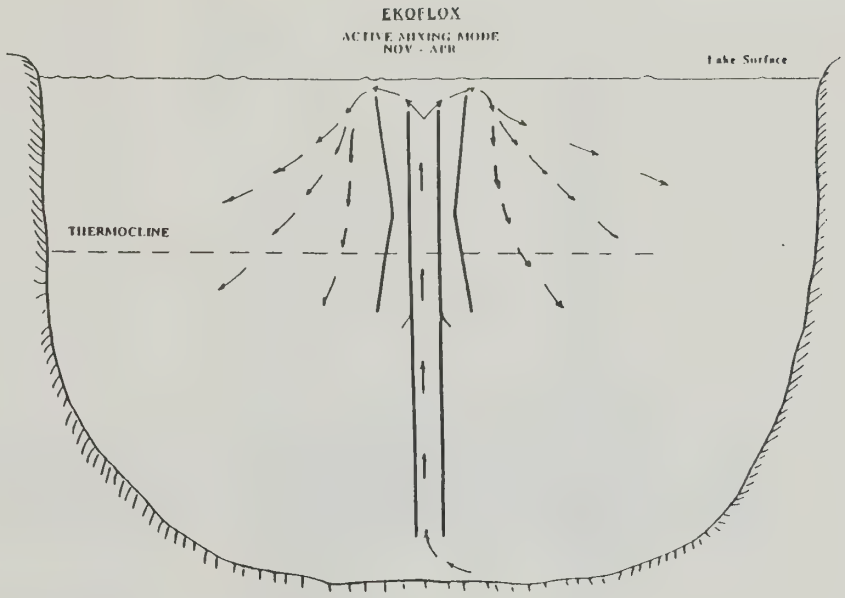
SCALE:	CKD. BY:	DWN. BY:
DATE: AUG 92		DES. BY:

PROJECT:
PROPOSAL FOR:
HAMILTON HARBOUR RECULTIVATION

DWG. 9140 OF

CLIENT:





SCHROEDER ENGINEERING
CONSULTANTS LIMITED

THIS SHEET:
OPERATING MODES OF EKOFLOX

SCALE:	CKD. BY:	DWN. BY:
DATE: AUG '92		DES. BY:
PROJECT: PROPOSAL FOR HAMILTON HARBOUR RECULTIVATION		DWG. 9140 OF
CLIENT: LINWOLD WASTEWATER SYSTEMS INC.		REV.

There will be two possible choices for the Air Pressure Supply. As it would be our intention that compressors be purchased from a Canadian supplier, the choice of which of the two schemes to adopt will be decided after discussion with that supplier. The preferred choice is for the direct air supply on a continuous basis because of the intermittent sewage overflows, as is illustrated on the attached diagram.

Ekoflox units are of modular design and manufactured from the internationally patented LM fibreglass and will be assembled at site. The high dispersion air nozzles are non-clogging and all materials used are non-corroding, ensuring exceptional long life usage.

Servicing and/or maintenance is not required for the Ekoflox units; the only periodic servicing requirements will be for the compressors and pumps which can be undertaken by the local supplier, under a service contract.

Subject to the results of the periodic water quality checks, and as recultivation of the waters takes hold, after an initial uninterrupted operational period, the system can be reset to a periodic operational mode., i.e. operating only part of the day, thus reducing energy costs. During periods of sewage overflows the units would be operated continuously.

Each Ekoflox unit is in two parts, an inner and outer section, the outer section being raised or lowered according to the season; a simple two man operation by small boat, twice a year.

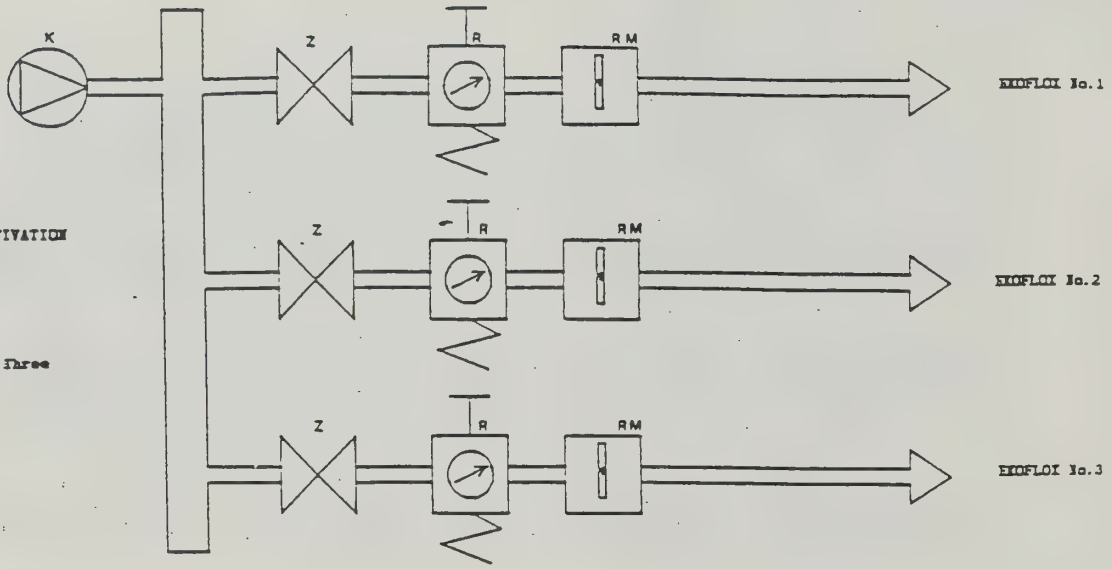
The nearest comparison with previous installations in size of water body and type of pollution is two lakes in Poland, both of which have five Ekoflox units installed. One of those is Lake Loekie which appears in the photographs.

During the first year significant improvements were made and after the first few months of the second year recultivation was so successful that swimming presented no health dangers and fish life became abundant. Fishing within a radius of about a hundred metres around each Ekoflox is now a favourite location. Yachting also increased dramatically and within a two year period total recultivation was achieved. The Ekoflox units remain in place to maintain the self cleaning process but are only operated on a seasonal part time basis.

The time frame in Hamilton will depend on the rate at which pollutants continue to be reduced but given the worst case based on current knowledge of pollutants, recultivation will be achieved within two to three years.

PLANASALE INTERNATIONAL INC.

Parent Company of Envirotics Ltd.



HAMILTON HARBOUR RECULTIVATION
EKOFLOX SCHEME

Air Pressure Supply to Three

Ekoflox Units.

PARAMETERS (

AIR DEMAND.....200 m3/H per Unit.
HAI: DEPTH.....25 Meters.
LENGTH AIR PIPE.....Max: 1000 Meters.
SPEED.....Max: 10 m/sec.

PARAMETERS >

COMPRESSORS.....600 m3/H Capacity 0.4 KPa.
DIAMETER AIR PIPE.....Max: 75mm.
HEAD LOSS.....100 KPa/1000m.

LEGEND:

K.....COMPRESSORS.
Z.....SHUT OFF VALVE.
R.....PRESSURE VALVE 1.0/0.4 KPa.
RM....ROTAMETER 0-60 dcm3/Sec. 0.6 KPa.

SCHROEDER ENGINEERING
CONSULTANTS LIMITED

THIS SHEET:
SCHEMATIC LAYOUT OF AIR SUPPLY TO EACH EKOFLOX SYSTEM OF 3 UNITS

SCALE:	CKD. BY:	DWN. BY:
DATE: AUG '92		DES. BY:

PROJECT:
PROPOSAL FOR:
HAMILTON HARBOUR RECULTIVATION

DWG. 9140 OF

REV.

CLIENT:

Ekoflox units pump 240,000m3 of water and pump in one tonne of Oxygen every 24 hours. Analysis in Poland revealed dramatic increases in clarity and total absence of Hyrosulphur within two weeks of installation. The colour of the bottom sediments became much lighter very quickly indicating a much higher Oxygen content.

The patented design of the Ekoflox system aerates and mixes the benthic sediments without stirring up the bottom sediments. If necessary due to the characteristics of the pollution additional flocculants can be added via the air pipe. At this stage we do not anticipate having to do this.

Recultivation and bringing the water back to its normal biological process will eliminate phosphorus by more than 90%. prevent bacterial contamination and allow restoration of the normal wildlife and swimming with no risk.

With consideration to the onset of the Canadian winter season, and the advisability of completing the installation prior to the end of 1992, we can arrange to have the total system installed within 60 days plus freight time,of approximately five weeks, from date of contract and commissioned, after operational testing etc., within 30 days thereafter.

HAMILTON HARBOUR - RECULTIVATION OF THE WATERS

Technical Data

*	Number of Ekoflox Units	9
*	Number of Ekoflox Units to Single Air Supply	3
*	Distance between each Ekoflox Unit	20/24 meters
*	Number of Air Supply Units	3
*	Total Length of Air Pipe for 9 Units	9000 meters
*	Type of Air Pipe	Polyethylene
*	Number of Compressors including standby	6
*	Type of Compressors	600m3/H NA
*	Power Consumption per Compressor	5.5 - 7.5 Kw/H
*	Oxygen Supply per Ekoflox Unit Minimum	14 Kg 02/H
*	Water Circulation per Year Minimum	430 million m3
*	Oxygen Supply per m3 Minimum	2.5g 02/m3
*	Energy Consumption per year Maximum	433,620 Kwh
*	Oxygen Transfer Efficiency	2.55 Kg 02/Kw
*	Number of Air Supply housings	3 of 20 feet each
*	Number of pumps	6
*	Number of Mixing Basins	3
*	Electric Panels etc.	3
*	Laboratory Testing Equipment	3

Cost and Terms

We undertake to complete and commission the entire Ekoflox installation, as described in this proposal (i.e. not including Miniflox) for a total turn-key price of Cnd$ 1,840,600.

The total price shall include all civil works, complete installation, labour and commissioning, so that it will be handed over in full and tested operating conditions in accordance with the undertakings given in this proposal. We also undertake to instruct and train member(s) of your staff as appropriate for general operating procedures, as and when required. Alternatively we would undertake that for a small fee.

Included in the quoted price are all import duties levied in Canada; customs clearance charges and inland freight of seven 20 foot containers to the Hamilton Harbour site. Excluded are any PST/GST payable; provision of electrical power supply services to each of the three sites at Hamilton Harbour; travel and overnight accommodation for the duration of the installation by five specialists; rental of a suitable installation equipment. Such costs will be charged at net. and are estimated to be $150.000

Terms of Payment

The contract price shall be payable as follows.

1.	On signature of contract	30%
2.	Complete shipment of hardware to site at Hamilton Harbour	25%
3.	Completion of civil works	20%
4.	Completion of commissioning	20%
5.	Six months after commissioning	5%

The contract shall provide for these payments to be made by means of an irrevocable Letter of Credit in our favour for the whole amount, confirmed by a leading bank to be nominated by us and in accordance with the terms herein.

HAMILTON HARBOUR - RECULTIVATION OF THE WATERS

GUARANTEES

The Company Guarantees as follows:

Provided the pollution characteristics on which this proposal is based is not exceeded without prior notification to ourselves, all Ekoflox and Miniflox installations are guaranteed for a period of 10 (ten years), from date of commissioning.

The integrity of the system will be guaranteed also for a period of 10 (ten years), from date of commissioning, subject to the overriding limitations as below;

Mechanical, electrical, electronic, hydraulic and proprietary items of whatever nature included in the installation, will carry the guarantees provided by their respective manufacturers. Full details of such guarantees will be included in the commissioning contract.

****

Acknowledgements:

Remedial Action Plan for Hamilton Harbour -

Stage 1 Report, Second Edition, (Draft) MAY 1992

Planasale International Inc.

Planasale International Inc. is a private Dutch company and in 1990 became the parent company of Environics Ltd., Planasale Europe CV, Multireactor Services Limited, and Multireactor PL.

Planasale International owns the rights to **Multireactor** in all countries except Holland,and the rights to **Ekoflox** and **Miniflox** systems for all countries worldwide, including Holland but excluding Poland. In Holland the rights to **Multireactor** only are owned by Multireactor B.V.. Multireactor B.V. is an associate company of Planasale/Environics. Both Multireactor B.V. and Planasale operate in association with the manufacturing and engineering company, Van de Wagt, Holland.

The original inventor of the Multireactor, Zygmunt Szymanski, was part of Multireactor B.V. until recent events allowed him to return to Poland where he established Multireactor Poland. This has now been merged with Planasale International Inc. and Zygmunt is the Technical Director for Planasale.

Planasale and its subsidiaries employ the following staff;

Engineers involved in project evaluation and planning of technology, automation, construction and architectural requirements,

Technicians specialising in assembly and commissioning of plants and five operators for in house production,

Management, Marketing and Administration staff worldwide.

Manufacturing is subcontracted out usually, in Western Europe, to Van de Wagt B.V.. Van de Wagt B.V. assembles the cabins with the controls and sometimes manufactures the steel shaft but the drilling and civil works are subcontracted to specialist drilling contractors, locally wherever possible. (Discussions are underway with Bermingham Construction Limited of Hamilton for them to be the local contractor for this project).

Linwold Wastewater Systems is a new company set up by J. Keith Robson and is a joint venture currently owned 70% by Linwold Management Inc., Keith Robson's Holding Company, and 30% by Planasale International Inc., the owner of the patents for the **Multireactor, Ekoflox** and **Miniflox** systems.

Linwold Wastewater Systems has an agreement for the exclusive rights for Canada and Mexico, and an agency role in the U.S. and Brazil. Under the agreement it is intended that Linwold Wastewater Systems will become the sole representative for North, Central and South America and that most of the product will be sourced in Canada.

The Directors of Linwold Wastewater Systems are J. Keith Robson, Ian D. C. Smith, the major shareholder in Planasale, and Dan M. MacDonald, of Dan MacDonald and Associates, who are the Marketing arm of the company. The technical side is represented by Planasale in the first instance but progressively the technology will be transferred to Linwold Wastewater Systems. Technical support and project management in Ontario will be carried out by Schroeder Engineering Consultants Limited of Hamilton.

Bio's of principals;

J. Keith Robson:- was educated in England and spent two years with the Agricultural Research Council in the U.K. before entering the University of Aston in Birmingham, England where he graduated with a B.Sc (Hons) in Botany, Zoology and Chemistry. He then chose a career in industry and joined the motor industry where he trained in Marketing and Product Planning. After five years with Chrysler Corporation he joined Perkins Diesels, a subsidiary of Massey Ferguson where he further advanced his career in Marketing and Product Planning.

In 1978 he was transferred to Toronto as Strategic Planning Manager for Tractors for the parent company and subsequently became Director Business Planning for Massey Ferguson Ltd. worldwide. This led to appointment as Vice President and Corporate Comptroller for four years from 1984 to 1987 inclusive. He then became Vice President for Varity International Services and a year later became President of the Aftermarket Parts Division.

Two years later he left Varity corporation and for the last two years has worked as a turnaround consultant with two Toronto based companies, the latter in the tire waste recycling business. During this time he became aware of the Multireactor and Ekoflox technologies and since March 1992 has established Linwold Wastewater Systems.

Ken Schroeder P.Eng:-is a professional engineer and is the President of Schroeder Engineering Consultants Limited, a professional engineering company with offices in Hamilton and Toronto, specialising in smaller civil engineering projects involving maintenance and repair. Increasingly this has brought him into recycling and environmental restoration projects.

Ken has worked in the civil engineering area as a technologist, a design and supervising construction engineer and as a consulting engineer. He has a strong background in a broad range of Civil Engineering projects, from shipping terminals and various port facilities, to railways, highways, township roads and streets and various types of buildings. Ken graduated from the University of Waterloo and is a designated consulting engineer, a Member of the Association of Professional Engineers of Ontario, a Member of the Engineering Institute of Canada and is a Fellow of the Canadian Society for Civil Engineering.

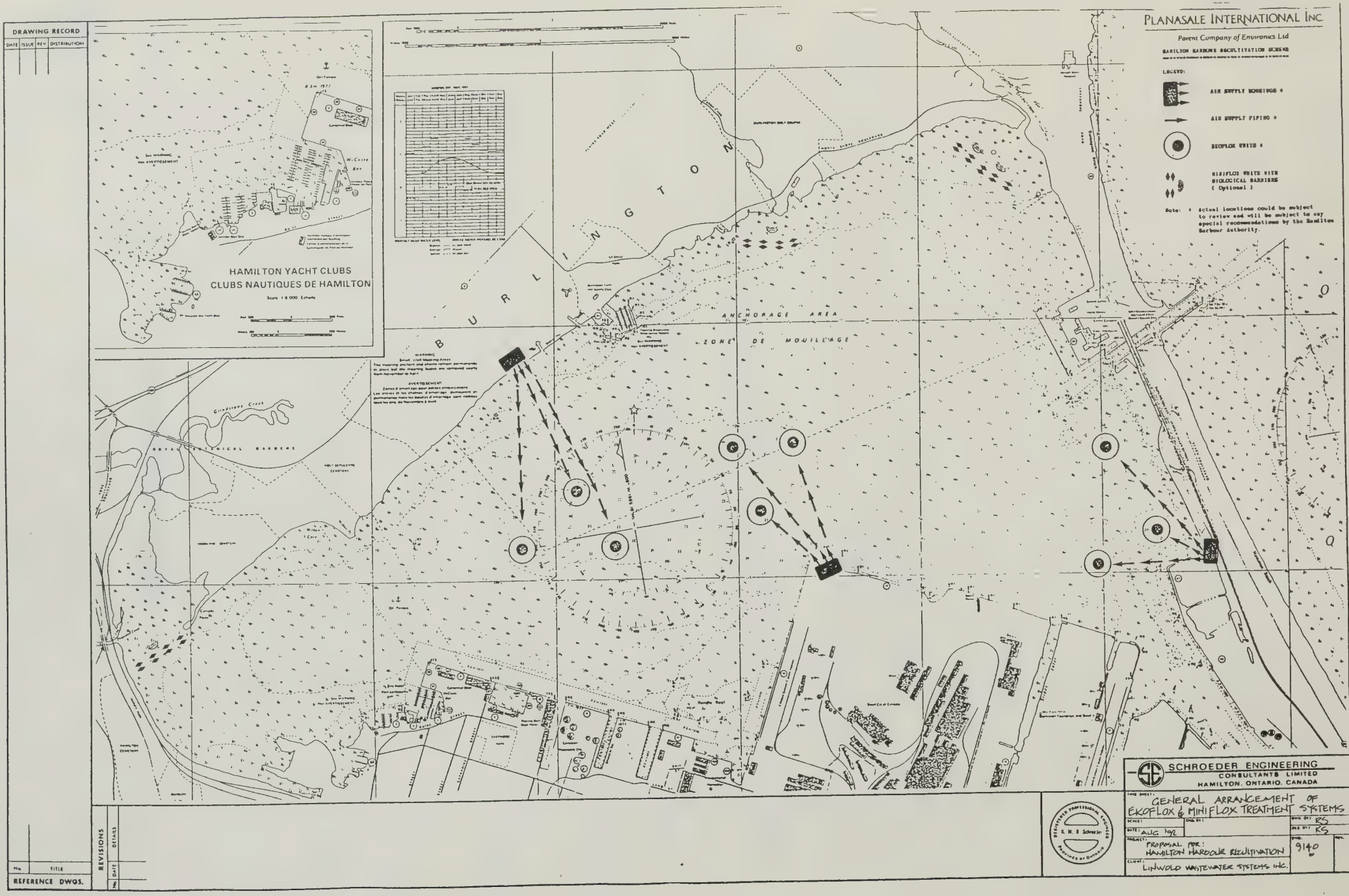
Larry Russell:- was educated in Hamilton and completed his Certificate of Business at McMaster University. He has spent most of his career in Advertising and Promotion, running his own agency from 1986 to 1991. This agency specialised in "social service" and "issue" type accounts. The client list also included a number of high profile industrial accounts particularly involved in environmental services. Since 1991 he has been acting as a consultant for Hotz Environmental Services and since March, working with Keith Robson to launch Linwold Wastewater Systems.

Prior to running his own Agency he was Account Supervisor for Russell T. Kelley Advertising with responsibility for major accounts, including Hamilton - Wentworth Economic Development Department, International Harvester, Electrohome, The Ministry of Indian Affairs. Larry has throughout his career made a major contribution to the Local Community in official and unofficial capacities. From 1972 to 1978 he was Assistant General Manager of Hamilton Place and from that he went on to promote events in the Hamilton-Wentworth Region. His association with community groups and associations are numerous.

Dan MacDonald:-for the last three years Dan has worked as a self employed consultant in public relations, commercial, labour and community arbitration, marketing, fund raising and communications. Prior to that he was an insurance broker with van Someren Van Wyck Limited of Hamilton for seven years following a period as Vice President and General Manager of a real estate and land development company in Burlington.

From 1975 to 1981 he was General Manager, Hamilton, and then President and CEO for Canada, for the Better Business Bureau of Canada, during which the Bureau expanded its coverage and the financial health of the Bureau substantially improved making it a more effective body.

Like Larry, and often in partnership with him, Dan has made a major contribution to the local community with service to the Chamber of Commerce, the Junior Chamber, the Regional Arts Council, the Canadian Diabetes Association and several others. Dan graduated from St. Mary's Collegiate and subsequently obtained a number of Business diplomas, including certification as a Mediator and Arbitrator for the Unified Court System for the State of New York.


PLANASALE INTERNATIONAL INC
Parent Company of Environics Ltd
HAMILTON HARBOUR RECULTIVATION SCHEME
LEGEND:
AIR SUPPLY MANIFOLDS *
AIR SUPPLY PIPING *
EKOFLOX UNITS *
MINIFLOX UNITS WITH BIOLOGICAL BARRIERS (Optional)
Note: * Actual locations could be subject to review and will be subject to any special recommendations by the Hamilton Harbour Authority.
HAMILTON YACHT CLUBS
CLUBS NAUTIQUES DE HAMILTON
BURLINGTON
ANCHORAGE AREA
ZONE DE MOUILLAGE
BOTANICAL GARDENS
DRAWING RECORD
DATE
ISSUE
REV
DISTRIBUTION
REVISIONS
No.
DATE
DETAILS
REFERENCE DWGS.
No.
TITLE
SCHROEDER ENGINEERING
CONSULTANTS LIMITED
HAMILTON, ONTARIO, CANADA
GENERAL ARRANGEMENT OF EKOFLOX & MINIFLOX TREATMENT SYSTEMS
DATE: AUG '92
DWG BY: RS
CHKD BY: RS
PROJECT: PROPOSAL FOR: HAMILTON HARBOUR RECULTIVATION
CLIENT: LINWOLD WASTEWATER SYSTEMS INC.
DWG. 9140

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo,
Director of Public Works

SUBJECT: Provision of Parking at Beasley Park;
Central/Beasley P.R.I.D.E. Programme

RECOMMENDATION:

a) That a portion of the eastern curb line on Elgin Street, south of Cannon Street, be realigned to allow for the installation of approximately seven parking spaces; and,

b) That pursuant to (a) above, a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented in the parking bay on the east side of Elgin Street commencing at a point 50 feet south of Cannon Street East and extending to a point 64 feet southerly therefrom; and,

c) That the by-law entry allowing for the implementation of a "No Parking" regulation on the east side of Elgin Street commencing at Cannon Street East and extending to a point 76 feet southerly therefrom, be revised such that the regulation commences at Cannon Street East and extends to point 50 feet southerly therefrom; and,

d) That the City Traffic By-law 89-72 be amended accordingly.

Mr. D. Lobo,
Director of Public Works

...../2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to modify the curb line on Elgin Street is nine thousand, seven hundred dollars ($9,700.). Funds for the realignment of the curb on Elgin Street will be provided from the 1991 Reconstruction Programme.

Sufficient funds are provided in the 1992 Traffic Department operating Budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the twenty-four dollar ($24.) annual charge for each parking permit will offset the cost to some degree.

BACKGROUND:

At its meeting held 1992 June 22 the Transport and Environment Committee directed staff to prepare a report outlining all alternatives for parking for the residents of 136 to 144 Cannon Street East in and around Beasley Park. There are four different alternatives as follows:

1. Permit parking on Mary Street and Elgin Street immediately north of Wilson - At its meeting held 1992 June 22 the Transport and Environment Committee approved one hour time limit and exempt in parking on Elgin Street immediately north of Wilson Street. Permit Parking or Time Limit Exemption parking could also be provided on Mary Street to allow for approximately seven spaces. This option, although recommended by staff from Public Works and the Traffic Department, is not supported by the residents affected by the closure of Kelly and Elgin Streets and the building of Beasley Park.

2. The provision of a limited number of parking spaces adjacent to the north/south alleyway immediately to the east of Cannon Knitting Mills - parking adjacent to this alleyway has been recommended by some of the residents in the neighbourhood. The Police Department is concerned about safety and security in a lot that is hidden from view from the main roads. The Public Works Department would not recommend parking adjacent to the alleyway since the provision of private parking is not an eligible expense under the P.R.I.D.E. Programme and since it would involve land acquired for park purposes. The City Traffic By-law 89-72 does not govern parking in a park and the City Parks By-law 89-74 (Section 44) restricts the use of parking in a park to users of the park.

3. Overnight parking on Cannon Street - Overnight parking is allowed on Cannon Street from Sherman to Wellington on a trial basis. The Regional Council could be requested to also allow overnight parking on Cannon Street near Beasley Park in front of the houses fronting on Cannon Street adjacent to the Park. This would require review and comment from the Traffic Department and the Public Works Department particularly concerning maintenance issues and associated costs.

...../3

4. Provision of parking on Elgin Street immediately south of Cannon Street. This new option would allow for parking of approximately seven vehicles but would require that the existing eastern curb line be removed and replaced.

The Traffic Department supports these proposals and recommends that this area be controlled with a one hour time limit. The residents of Cannon street would then be eligible to purchase permits at a cost of twenty-four dollars ($24.) per permit each year to exempt their vehicle from the signed time limit regulation.

This last alternative provides an answer to all of the concerns that have been expressed. The residents on both Cannon and Elgin Streets will be provided with parking that is accessible to their homes, the parking will be visible and therefore more secure. This proposal does not involve any expenditure of P.R.I.D.E. funds and does not undermine the development of the Park.

The modifications would occur totally on the road allowance of Elgin Street. At any point in the future when it is no longer required for permit/time exemption parking by abutting residents, it can revert back to public parking for users of the Park.

JMcN:bk

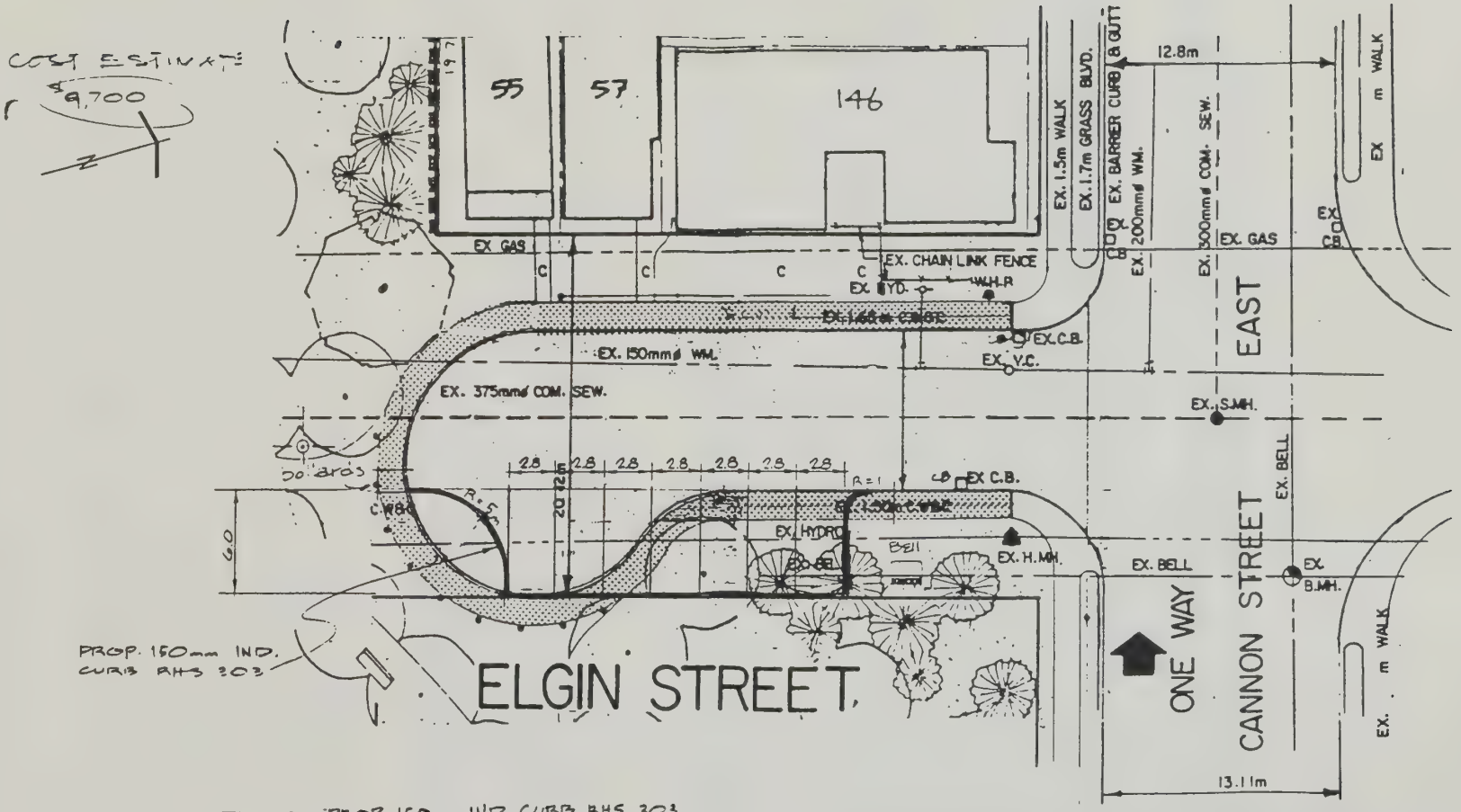
cc: Alderman V. Agro, Ward Two

Alderman Wm. McCulloch, Ward Two

Mr. J. Pavelka, C.A.O.
Chief Administrator's Office

Mr. M. Main, Director of Traffic Services
Traffic Department

COST ESTIMATE
$9,700

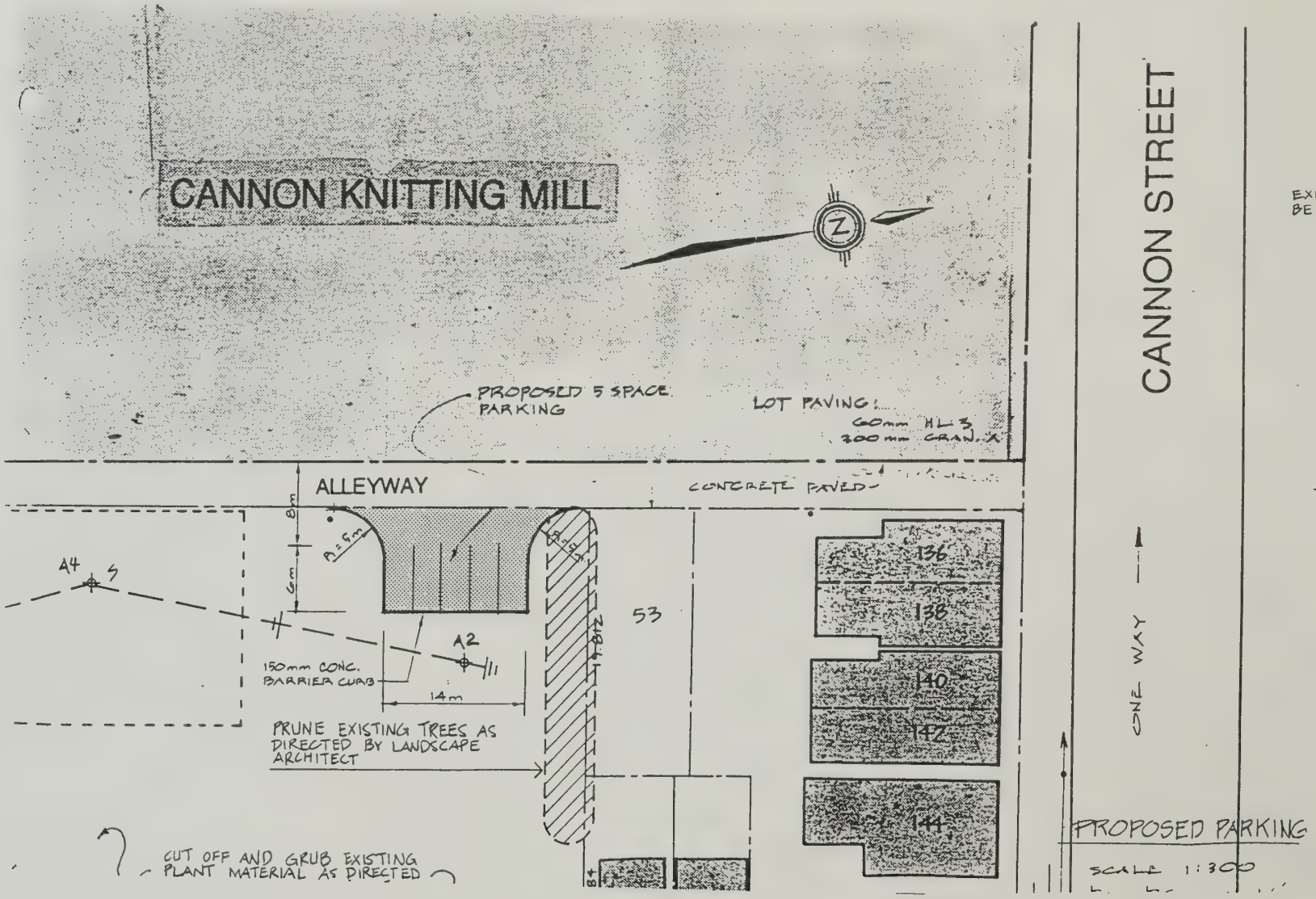


PROP. 150mm IND. CURB RHS 303

PAVEMENT WIDENING
40mm HM 3
120mm HM 5
400mm GRAN. 'A'

PROPOSED PARKING ON ELGIN STREET

SCALE 1:200 JULY 16/'52


CANNON KNITTING MILL
N
PROPOSED 5 SPACE PARKING
LOT PAVING:
60mm HL3
300mm CRAN. A
CANNON STREET
ALLEYWAY
CONCRETE PAVED
8m
6m
R=5m
A4
A2
150mm CONC. BARRIER CURB
14m
PRUNE EXISTING TREES AS DIRECTED BY LANDSCAPE ARCHITECT
53
136
138
140
142
144
ONE WAY
PROPOSED PARKING
SCALE 1:300
CUT OFF AND GRUB EXISTING PLANT MATERIAL AS DIRECTED

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 September 21
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 August 17

B. DIRECTOR OF TRAFFIC SERVICES

i. Intersection Control

(a) Intersection of Rosslyn Avenue North between Barton Street East and Dalhousie Avenue

(b) Intersection of Unsworth Drive and Lancing/Hempstead Drive

(c) Intersections of Florence Street, Market Street and Napier Street at Ray

(d) Intersections of Lawnhurst Drive and Lawnview Drive, Ling Street and Lawnhurst Drive, and Lesterwood Street and Ling Street

(e) Intersection of High Street and Idlewood Avenue

(f) Intersection of Berkindale Drive and Varga Drive

ii. **Parking Regulations**

(a) Connaught Avenue North

(b) Bond Street South between Marion Avenue South and Main Street West

(c) Gurnett Gate between Gurnett Drive and Stone Church Road West

(d) Apartment Building at No. 86 Tisdale Street South - Application for a Time Limit Exemption Permit

(e) Apartment Building at No. 66 Stinson Street - Application for a Time Limit Exemption Permit

(f) No. 222 Fairfield Avenue - Request for Remove an Existing Reserved "Permit Parking" Space for a Disabled Resident from the west side of the Street

(g) No. 192 Walnut Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(h) No. 52 Picton Street West - Request for a Reserved "Permit Parking" Space for a Disabled Resident

(i) Bay Street South between Aberdeen Avenue and Markland Street

iii. **Bus Stops**

(a) Confederation Park Route - New Bus Stops and Bus Stop Removal

(b) Upper Sherman Route - New Bus Stops and Removal of a Bus Stop

iv. **Appointment of Parking Control Officers**

v. **Appointment of School Crossing Guards**

(a) Emperor Drive and Upper Wentworth Street

(b) Bendamere Avenue and Upper Paradise Road

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **Banner Applications**

(a) Hamilton Air Show

(b) FISU Women's Soccer (World University Games)

(c) Bank of Montreal

(d) Copps Coliseum/H.E.C.F.I.

ii. **Incorporating certain City lands into various streets by By-law**

(a) Acadia Drive, Emperor Avenue,
Harbottle Court, Fano Drive

(b) Fairington Crescent and Artistic Boulevard

iii. **Encroachment Agreements**

219 Walnut Street, 51 Bristol Street,
280 Queen Street South and 151 Ray Street North

D. **CITY SOLICITOR**

i. Local Improvements of roadway
only on Beaverton Avenue - $113,100.

ii. Local Improvements of sidewalk and curb
on Carling Street - $17,500.

E. **DIRECTOR OF PROPERTY**

Offer to Purchase to Bell Canada
Part of 49 Stone Church Road West, Hamilton

F. **DIRECTOR OF PUBLIC WORKS**

i. **Petitions Against/Local Improvement Projects**

1. Upper Paradise Road, west side from Stone Church Road to approximately 138 m southerly

2. Limeridge Road, north side from 400 m east of Upper Wellington Street to approximately 127 m easterly

ii. **Proposed Construction of Independent Concrete Walk, east side of Upper Sherman Avenue approximately 35 m north of Limeridge Road East to approximately 26 m northerly**

G. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

CONFERENCES

i. Air Waste Management Association Annual Fall Meeting 1992 October 4 to October 6, Orillia, Ontario

ii. Environmental Solutions for Canadian Industry, 1992 October 20 to October 22, Toronto, Ontario

iii. Ontario Traffic Conference Workshop, 1992 October 25 to October 26, Cobourg, Ontario

iv. Seventh Canadian Environmental Government Affairs Seminar 1992 November 9 to November 10, Ottawa, Ontario

2(A)

Monday, 1992 August 17
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

Present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Absent with Regrets: Mayor R. M. Morrow

Also Present: Alderman D. Ross
Alderman D. Drury
Alderman D. A
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Ms. L. Orban, Board of Education
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. M. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. R. Buckle, Property Department
Mr. G. Aston, Roads Department
Ms. S. Belanger-Fontaine, Ministry of the Environment
Mr. B. Hunter, Public Health Department
Mr. D. Harper
Mr. B. Lang
Mr. T. Kilgannon
Ms. K. Callighan
Mr. M. Plachecki
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Intersection of Marion Avenue South and South Oval**

The Committee was in receipt of a report dated 1992 June 22 from the Director of Traffic Services respecting the intersection of Marion Avenue South and South Oval.

This item had been tabled from the 1992 July 20 meeting at the request of Alderman Kiss.

Alderman Kiss distributed a petition signed by several area residents that four-way stop control be implemented at the intersection of Marion Avenue South and South Oval. She stated that a delegation was in attendance at the meeting in favour of the stop signs and explained the residents concerns.

The following area residents addressed the Committee in favour of the installation of the stop signs at this intersection:

Mr. Dave Harper, 64 South Oval
Mr. Tony Kilgannon, 77 South Oval
Ms. Karen Callighan, 80 South Oval
Mr. M. Plachecki, South Oval

Following discussion, the Committee approved the following recommendation:

(a) That a four-way stop control be implemented at the intersection of Marion Avenue South and South Oval.

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

The Committee further directed that staff look at the implementation of corner clearances at this intersection and that staff report back to the Committee in six months time on the effect that this installation had on the intersection and surrounding area.

(b) **Intersection of Bowman Street and Sussex Street**

The Committee was in receipt of a report dated 1991 November 8 from the Director of Traffic Services respecting the intersection of Bowman Street and Sussex Street which was tabled from the 1992 January 6 at the request of Alderman Kiss.

Alderman Kiss spoke to the issue and stated that a delegation was present.

A member of the delegation who resided on Broadway Avenue stated that 17 dump trucks have used this intersection in a one-day period recently and that she and her neighbours supported the installation of a stop sign at this location.

Following further discussion, it was moved by Alderman Kiss, and seconded by Alderman Jackson "that a three-way stop control be implemented at the intersection of Bowman Street and Sussex Street". **Motion Lost.**

Alderman Merling stated that the issue appeared to be truck traffic and sidewalks in the area rather than the installation of a stop sign.

Subsequently, the Committee approved the following recommendation:

That staff of the Public Works Department and Traffic Department be directed to investigate and prepare a report on the issue of safety at the intersection of Bowman Street and Sussex Street in regards to truck traffic and sidewalks.

(c) **Mr. and Mrs. Skinner, 1098 Upper Sherman Avenue - Health and Environmental Concerns**

The Committee was in receipt of correspondence dated 1992 July 28 from Alderman H. Merling and Alderman T. Anderson respecting the effect that Upper Sherman Auto Collision at 1094 Upper Sherman Avenue has on the abutting owners - Mr. and Mrs. Skinner at 1098 Upper Sherman Avenue.

Alderman Merling spoke to the issue and stated that the Skinners were unable to attend the meeting; however, that Mr. Bill Hunter from the Public Health Department and Ms. Suzanne Belanger-Fontaine from the Ministry of Health were present at the meeting.

Alderman Merling stated that the body shop was legal non conforming and that due to the operation of this business, the Skinners had been advised not to eat the vegetables out of their vegetable garden. He stated that the Ministry of Labour had recently closed this shop but further steps should be taken to ensure that this environmental issue is completely addressed.

Mr. Bill Hunter and Ms. Suzanne Belanger-Fontaine addressed the Committee on details of this issue.

Following discussion, the Committee approved the following recommendation:

That the City request of the Ministry of the Environment, in conjunction with the Ministry of Labour and the Health Department to report back to the Transport and Environment Committee if the owner/operator of Upper Sherman Auto Collision (1094 Upper Sherman Avenue) is being allowed to reopen this operation.

2. CONSENT AGENDA

A. TABLED ITEMS

The Committee at the request of Alderman Kiss agreed that items 2 B. i. (c) Intersection of Flatt Avenue and Glenside Avenue - Intersection Control and item 2 B. i. (d) Intersection of Franklin Avenue and Longwood Road North - Intersection Control be tabled in order that a delegation appear at the next Transport and Environment Committee meeting.

B. MINUTES

The minutes of the meeting held 1992 July 20 were adopted as circulated.

C. DIRECTOR OF TRAFFIC SERVICES

(a) Intersection Control

i. **Intersection of Vespari Place and Megna Court**

The Committee was in receipt of a report dated 1992 July 10 from the Director of Traffic Services respecting the intersection of Vespari Place and Megan Court.

The Committee approved the following recommendation:

(a) That northbound traffic on Vespari Place be required to stop for eastbound and westbound traffic on Megna Court; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection of Donn Avenue and Highridge Avenue**

The Committee was in receipt of a report dated 1992 July 10 from the Director of Traffic Services respecting the intersection of Donn Avenue and Highridge Avenue.

The Committee approved the following recommendation:

(a) That northbound traffic on Donn Avenue be required to stop for eastbound and westbound traffic on Highridge Avenue; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Intersection of Toro Drive and Greenhill Avenue**

The Committee was in receipt of a report dated 1992 August 4 from the Director of Traffic Services respecting the intersection of Toro Drive and Greenhill Avenue - Corner Clearance.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the east side of Toro Drive commencing at Greenhill Avenue and extending to a point 70 feet southerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **Lane Control for Southbound Traffic on Nebo Road at Rymal Road**

The Committee was in receipt of a report dated 1992 July 10 from the Director of Traffic Services respecting

The Committee approved the following recommendation:

(a) That the second lane from the west curb on Nebo Road from 100 feet north of Rymal Road to Rymal Road be designated for left turns only; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Parking Regulations**

i. **Barton Street West between Ray Street North and Oxford Street**

The Committee was in receipt of a report dated 1992 August 4 from the Director of Traffic Services respecting parking regulations on Barton Street West between Ray Street North and Oxford Street.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation be implemented on the south side of Barton Street West between Ray Street North and Oxford Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Whitfield Avenue**

The Committee was in receipt of a report dated 1992 August 5 from the Director of Traffic Services respecting parking regulations on Whitfield Avenue.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the north side of Whitfield Avenue commencing at Gage Avenue North and extends to a point 72 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Biggar Avenue**

The Committee was in receipt of a report dated 1992 July 30 from the Director of Traffic Services respecting parking regulations on Biggar Avenue.

The Committee approved the following recommendation:

(a) That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Biggar Avenue commencing at a point 457 feet east of Sherman Avenue and extending to a point 293 feet west of Lottridge Street; and

(b) That a "No Parking" regulation be implemented on the south side of Biggar Avenue commencing at Sherman Avenue and extending to Lottridge Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **Britannia Avenue**

The Committee was in receipt of a report dated 1992 August 6 from the Director of Traffic Services respecting parking regulations on Britannia Avenue.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the south side of Britannia Avenue between Ottawa Street North and London Street North be shortened such that the regulation commences at Ottawa Street North and extends to a point 235 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

v. **William Street between Barton Street East and Birge Street**

The Committee was in receipt of a report dated 1992 August 5 from the Director of Traffic Services respecting parking regulations on William Street between Barton Street East and Birge Street.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation on William Street between Barton Street East and Birge Street be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

vi. **Rice Avenue between Mohawk Road West and Sanatorium Road**

The Committee was in receipt of a report dated 1992 July 27 from the Director of Traffic Services respecting overnight parking prohibition on Rice Avenue between Mohawk Road West and Sanatorium Road.

The Committee approved the following recommendation:

(a) That Rice Avenue between Mohawk Road West and Sanatorium Road be deleted from the through street system; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

vii. **No. 33 Erie Avenue**

The Committee was in receipt of a report dated 1992 July 21 from the Director of Traffic Services respecting No. 33 Erie Avenue.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Erie Avenue commencing at a point 337 feet south of Main Street East and extending to a point 20 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Bachman, No. 33 Erie Avenue; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

viii. **No. 26 Greig Street - Request to Rescind a Reserved "Permit Parking" Regulation By-law Entry**

The Committee was in receipt of a report dated 1992 July 28 from the Director of Traffic Services respecting No. 26 Greig Street.

The Committee approved the following recommendation:

That the existing by-law entry allowing for the implementation of a reserved "Permit Parking" regulation on the west side of Greig Street commencing at a point 276 feet south of Barton Street and extending to a point 22 feet southerly therefrom, be rescinded.

ix. **No. 192 Weir Street North -**
Request for a Reserved "Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1992 August 4 from the Director of Traffic Services respecting No. 192 Weir Street North.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Weir Street North commencing at a point 57 feet south of Britannia Avenue and extending to a point 25 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Perks, No. 192 Weir Street North; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

x. **Arrowsmith Road**

The Committee was in receipt of a report dated 1992 August 10 from the Director of Traffic Services respecting parking regulations on Arrowsmith Road.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the south side of Arrowsmith Road commencing at a point 272 feet west of Centennial Parkway and extending to a point 111 feet westerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **Neighbourhood Watch Programs**
McQuesten West, Delta East and Crown Point West Neighbourhoods

The Committee was in receipt of a report dated 1992 August 5 from the Director of Traffic Services respecting Neighbourhood Watch Program for the McQuesten West, Delta East and Crown Point West Neighbourhoods.

The Committee approved the following recommendation:

(a) That the McQuesten West, Delta East and Crown Point West Neighbourhoods be designated as Neighbourhood Watch Areas; and

(b) That Neighbourhood Watch Signs for the McQuesten West, Delta East and Crown Point West Neighbourhoods be erected and maintained by the City of Hamilton Traffic Department, as long as these neighbourhoods maintain an active Neighbourhood Watch Program as determined by the Regional Police Department; and

(c) That $2,691.19 of the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program), and that the balance of $1,321.31 be charged to Account No. CH56103 75420.

2. C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. **Trenholme Neighbourhood Park Association Street Party**

The Committee was in receipt of a report dated 1992 August 7 from the Senior Director of Roads Department respecting the Trenholme Neighbourhood Park Association Street Party.

The Committee approved the following recommendation:

That the application of J. Darby, agent for the Trenholme Neighbourhood Park Association (35 Trenholme Crescent, Hamilton) to temporarily close Morningstar Court on Saturday, 1992 August 29 from 4:00 p.m. to 10:00 p.m. to hold a street dance and barbecue, be approved, subject to the following conditions:

(a) That approval from Regional Police Services be received;

(b) That the standard liability provision that the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss be waived and the City of Hamilton provide this standard insurance requirement;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

ii. **Reach Forth Ministries Soap Box Derby and Community Party**

The Committee was in receipt of a report dated 1992 August 7 from the Senior Director of Roads Department respecting the Reach Forth Ministries Soap Box Derby and Community Party.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of J. DeVries, agent for the Reach Forth Ministries (1350 Garth Street, Unit 76, Hamilton, Ontario L9C 5V3) to temporarily close Hughson Street North between Simcoe Street and Macauley Street on Saturday, 1992 August 22 from 12:00 noon to 8:00 p.m. in order to hold a soap box derby, subject to the following conditions:

(a) That approval from Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

iii. **Temporary Road Closure for Commercial Filming**
Glenfern Avenue between Fairmont Avenue and Kent Street

The Committee was in receipt of a report dated 1992 August 5 from the Senior Director of Roads Department respecting the temporary road closure for commercial filming, Glenfern Avenue between Fairmont Avenue and Kent Street.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of T. Miller, agent for Partner's Film Company (508 Church Street, Toronto) to close Glenfern Avenue between Fairmount and Kent on Wednesday, 1992 July 29 from 9:00 a.m. to 8:00 p.m. in order to film a television commercial, subject to the following conditions:

(a) That approval from Regional Police Services be received for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

iv. **Temporary Closure of King Street West and Sterling Street, McMaster Pyjama Parade**

The Committee was in receipt of a report dated 1992 August 7 from the Senior Director of Roads Department respecting the temporary closure of King Street West and Sterling Street, McMaster Pyjama Parade.

The Committee approved the following recommendation:

That the application of M. Rodenburgh, agent for McMaster University Orientation Week (33 Kingsmount Street North, Hamilton), to temporarily close King Street West between Cline Avenue and Forsythe Avenue and Sterling Street from Forsythe Avenue to Cline Avenue, from 6:00 p.m. to 7:30 p.m. on Wednesday, 1992 September 9 be approved subject to the following conditions.

(a) That approval from Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

v. **Temporary Road Closure for Sewer Work,
Chesley Street between Chester Street and Stone Church Road**

The Committee was in receipt of a report dated 1992 August 5 from the Senior Director of Roads Department respecting the temporary road closure for sewer work - Chesley Street between Chester Street and Stone Church Road.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the request of J. Mouland, agent for Peter Kiewit and Sons (1315 Finch Avenue West, Downsview M3J 2G6) to close Chesley Street between Chester Street and Stone Church Road from Monday, 1992 August 10 to Friday, 1992 August 14 in order to make connections to existing sewer services, subject to the following conditions:

(a) That approval from Regional Police Services be received for a complete closure;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and holding the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the closure by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

vi. **Banner Applications**

The Committee was in receipt of a report dated 1992 July 24 from the Senior Director of Roads respecting banner applications for Hamilton Baha'i Faith, Hamilton Oldtimers Baseball Organization, Adult Basic Education Association and Telecare Hamilton.

The Committee approved the following recommendation:

That the applications of the following agents, to display promotional banners across Main Street West in front of City Hall on the following dates with the following messages, be approved:

(a) G. Jackson (77 Dromore Crescent Hamilton), 1992 June 28 to July 5:

1ST COMMEMORATION BAHA'I REVELATION
THE EARTH IS BUT ONE COUNTRY AND MANKIND ITS CITIZENS

(b) S. McLarty (12 Goldwin Street, Hamilton), 1993 July 26 to August 2

NATIONAL OLDTIMERS BASEBALL CHAMPIONSHIP
MOHAWK SPORTS PARK JULY 30, 31 - AUGUST 1, 2

(c) L. Robinson (55 York Boulevard, Hamilton) 1993 August 16 to August 23

CELEBRATE LITERACY
ADULT EDUCATION INFORMATION 527-2222

(d) D. Bowen (1 Bruce Park Drive, Hamilton) 1994 September 19 to 26

HAMILTON TELECARE 25 YEARS OF SERVICE
TROUBLED? UNSURE? LONELY? WE'RE ALWAYS THERE BECAUSE WE CARE

vii. **Encroachment Agreement - 198 Glennie Avenue**

The Committee was in receipt of a report dated 1992 August 7 from the Senior Director of Roads Department respecting an encroachment agreement for 198 Glennie Avenue.

The Committee approved the following recommendation:

That the application of A. DeRubis, solicitor for the owner (F. Pullia, 198 Glennie Avenue, Hamilton, L8H 5W2) to erect and maintain an encroachment of a retaining wall measuring 1.00 feet x 75.00 feet x 2.5 feet on the Britannia Avenue Road allowance, be approved during the pleasure of City Council provided:

(a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement this agreement.

(c) That the owner pay a first year fee of $240. for processing and registration and an annual fee of $20. for this encroachment.

viii. **Encroachment Agreements for 153 James Street South, 148 Duke Street and 46 Breadalbane Street**

The Committee was in receipt of a report dated 1992 August 5 from the Senior Director of Roads Department respecting encroachment agreements for 153 James Street South, 148 Duke Street and 46 Breadalbane Street.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined in Appendix "A" attached hereto, be approved during the pleasure of City Council provided:

(a) That the owner enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement these agreements.

(c) That the first year fee and subsequent annual fee as outlined in Appendix "A" be set for these encroachments.

D. MANAGER OF PURCHASING

Supply and Delivery of Solid State Traffic Controllers During 1992 Traffic Department

The Committee was in receipt of a report dated 1992 July 15 from the Manager of Purchasing respecting the supply and delivery of Solid State Traffic Controllers During 1992 Traffic Department.

The Committee approved the following recommendation:

(a) That a purchase order be issued to Fortran, Toronto, for the supply and delivery of 8 Phase Solid State Controllers @ $6,060.39 and 4 Phase Solid State Controllers @ $5,287.67 and 8 Phase Sold State Timers @ $2,149.55 as and when required during 1992 for the Traffic Department being the lowest of three tenders received in accordance with specifications issued by the Manager of Purchasing and Vendor's tender and that this expenditure be financed through Traffic Signal Materials Account No. CH56152 75999.

(b) As this material is required to be ordered as soon as possible due to the long delivery lead times, the above has been processed through the emergency procedure of the City of Hamilton Purchasing Policy, that states "An order can be placed upon the approval of two of the following: the Mayor, an appropriate Committee Chairman, the Chief Administrative Officer and that any action taken under this provision to be reported to the next regular meeting of City Council".

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. **1992 Servicing Expenditures Related to Subdivisions**
Agrigento Gardens, Hamilton

The Committee was in receipt of a report dated 1992 August 12 from the Senior Director of Roads Department respecting the 1992 Servicing Expenditures Related to Subdivisions, Agrigento Gardens, Hamilton.

The Committee approved the following recommendation:

(a) That the submitted schedules of works "AGRIGENTO GARDENS", HAMILTON, be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated cost of:

City's Share - $6,632.46 Owner's Share - $49,850.59

(b) That approval of the above-noted clause be subject to the condition that no work has commenced on the installation of services except as provided for in sub-section (c) below.

(c) That in the event the Owner's wish to proceed prior to the registration of the Final Reference Plan and the Modified Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreements with the City of Hamilton for pre-servicing.

(d) That the City's share for services in "Agrigento Gardens" ($6,632.46) be approved and that the Finance and Administration Committee recommend the source of funding for this project.

(e) That the Commissioner of Transportation/Environmental Services be authorized and directed to prepare the necessary by-law(s) to establish Part 1 of a reference plan prepared by John P. Nouwens, O.L.S. as a public right-of-way in order to provide road access to the lands of Agrigento Gardens.

ii. **1992 Servicing Expenditures Related to Subdivisions**
Sandrina Gardens, Phase I, Hamilton

The Committee was in receipt of a report dated 1992 August 12 from the Senior Director of Roads Department respecting 1992 Servicing Expenditures Related to Subdivisions - Sandrina Gardens, Phase I, Hamilton.

The Committee approved the following recommendation:

That upon registration of the Final Plan of Subdivision for "SANDRINA GARDENS - PHASE 1", Hamilton, in accordance with current City Policy, the Treasurer for the City of Hamilton be authorized and directed to financially compensate the Owners (DiCenzo Construction Company Limited) in the amount of $122,600. for excess lands dedicated to the City for roadway purposes on Upper Gage Avenue which are beyond the maximum 26.0 metre width required by the City and that the Finance and Administration Committee recommend the source of funding.

iii. **CleanSoils Limited -**
Application for a Certificate of Approval for a Waste Disposal Site - Processing

The Committee was in receipt of a report dated 1992 August 7 from the Senior Director of Environmental Services Department respecting CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing.

The Committee agreed that this item be tabled at the request of the proponent.

4. DIRECTOR OF PROPERTY

Option to Purchase Agreement - Roadway Purposes
643 Rymal Road West - Caterina Battaglia
Proposed Extension of Upper Paradise Road

Prior to the discussion of this issue, Alderman F. D'Amico declared a Conflict of Interest, took no part in the discussion and left the meeting.

The Committee was in receipt of a report dated 1992 August 11 from the Director of Property respecting an Option to Purchase Agreement for roadway purposes - 643 Rymal Road West - Caterina Battaglia - Proposed Extension of Upper Paradise Road.

The Committee approved the following recommendation:

(a) That an Option to Purchase Agreement by the City, duly executed by the owner Caterina Battaglia on 1992 July 24 and scheduled for closing on or before 1992 November 30 for the lands and premises situated in the Regional Municipality of Hamilton-Wentworth, in the City of Hamilton, being composed of part of Lot 1, Concession 1, having a frontage of 30.48 metres (100 feet) more or less, along the southerly road limit of Rymal Road West, by a depth of 85.344 metres (280 feet) more or less, comprising a total area of 2,601.2 square metres (28,000 square feet) more or less, together with all structures erected thereon, more particularly described as No. 643 Rymal Road West and shown as Part 1 on Registered Plan 62R-7866, be approved and completed.

(b) That the Finance and Administration Committee recommend the method of financing the purchase price of $330,000.

(c) That the Vendor be allowed a one-time thirty (30) day extension to the closing date at no cost should it be required.

(d) That as consideration in the amount of $2. has been paid to the owner pursuant to the Agreement, this amount be deducted from the purchase price.

(e) That approval of the above recommendations (sub-sections (a) to (d)), the Property Department be authorized to proceed to acquire a parcel of land (approximately 10,000 square feet) from the property owner south of the lands outlined under sub-section (a) in order to finalize the road access to the Carpenter Neighbourhood.

5. CITY CLERK

**Board of Education for the City of Hamilton - Public Safety
Referred to the Transport and Environment Committee by
City Council at its meeting held 1992 July 28**

The Committee was in receipt of a correspondence dated 1992 July 2 from Mr. K. A. Rielly, Director of Education and Secretary, the Board of Education for the City of Hamilton respecting Public Safety.

Following considerable discussion on the issue, the Committee approved the following recommendation:

That the City request the Board of Education for the City of Hamilton to provide a full explanation of the Board's reasons for the cancellation of transportation for students of grades 6, 7 and 8 living less than 2.4 kilometres (1.5 miles) from school.

6. ADJOURNMENT

There being no further business, the Committee meeting adjourned.

Respectfully Submitted,

**ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE**

Kevin C. Christenson, Secretary

1992 August 17

26(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 18

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rosslyn Avenue North between Barton Street East and Dalhousie Avenue - Intersection Control. **(TEC-162-92)**

RECOMMENDATION:

a) That the existing yield signs for westbound traffic on Dalkeith Avenue, Craigmiller Avenue and Cluny Avenue at Rosslyn Avenue North be replaced with stop signs; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Don Drury has advised of concerns regarding intersection control on Rosslyn Avenue North between Dalhousie Avenue and Barton Street East.

The intersections of Dalkeith Avenue, Craigmiller Avenue and Cluny Avenue at Rosslyn Avenue North are "T" type intersections, and presently, westbound traffic is required to yield to northbound and southbound traffic on Rosslyn Avenue North. The Traffic Department supports the utilization of stop control rather than yield signs on residential streets. This practice has been successful in reducing the number of collisions by approximately 50 percent in other neighbourhoods. Although there has not been a documented collision problem at any of these intersections, the Traffic Department recommends replacing the yield signs on Dalkeith Avenue, Craigmiller Avenue and Cluny Avenue at Rosslyn Avenue North with stop signs.


BEACH RD.
D
H
NORTH
DALHOUSIE AVE.
DALKIETH AVE
CRAIGMILLER AVE.
CLUNY AVE
K
JJ/S-746
BARTON STREET EAST
H/S-757
H/S-1058
G-3
OTTAWA STREET
ROSSLYN AVE
CAMPBELL AVE.
LINCOLN ST

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Unsworth Drive and Lancing/Hempstead Drive - Intersection Control. **(TEC-159-92)**

RECOMMENDATION:

a) That eastbound traffic on Unsworth Drive be required to stop for northbound traffic on Lancing Drive and southbound traffic on Hempstead Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

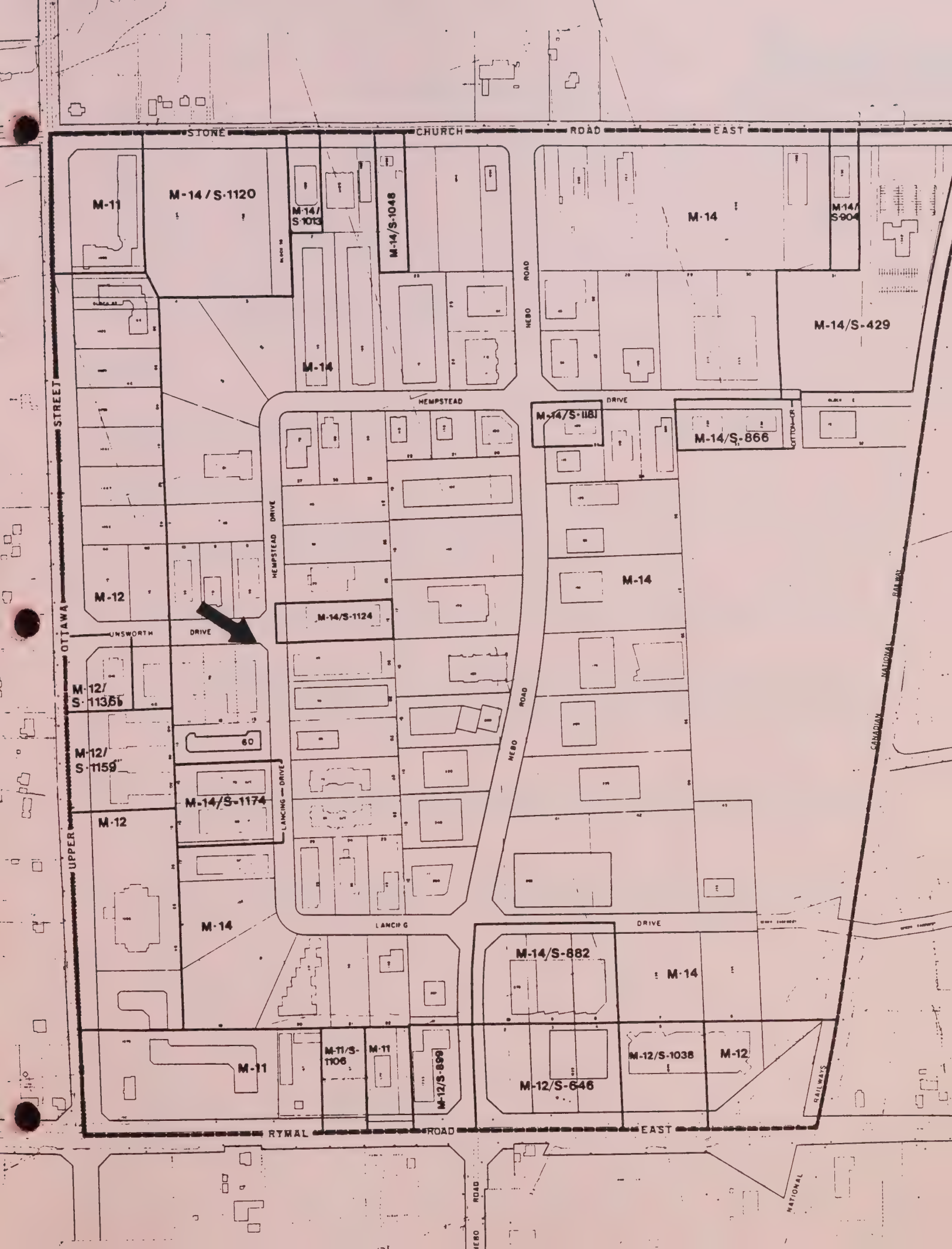
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Coleman, 61 Hempstead Drive, that stop control be implemented at the intersection of Unsworth Drive and Lancing/Hempstead Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that eastbound traffic on Unsworth Drive be required to stop for northbound traffic on Lancing Drive and southbound traffic on Hempstead Drive.

HM/MH/ks


STONE CHURCH ROAD EAST
M-11
M-14/S-1120
M-14/S-1013
M-14/S-1048
M-14
M-14/S-429
M-14/S-1181
M-14/S-866
HEMPSTEAD DRIVE
NEBO ROAD
M-12
M-14/S-1124
UNSWORTH DRIVE
M-12/S-1135
M-12/S-1159
60
M-14/S-1174
LANCING DRIVE
M-12
M-14
M-14/S-882
M-11
M-11/S-1106
M-12/S-899
M-12/S-1038
M-12/S-646
RYMAL ROAD EAST
UPPER OTTAWA STREET
CANADIAN NATIONAL RAILWAY
RAILWAYS

2(BXiX

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 21

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Florence, Market and Napier at Ray - Intersection Control/Corner Clearances. [TEC-96-92]

RECOMMENDATION:

a) That eastbound traffic on Florence Street be required to stop for northbound and southbound traffic on Ray Street; and

b) That westbound traffic on Market Street be required to stop for northbound and southbound traffic on Ray Street; and

c) That the existing eastbound and westbound stop control at the intersection of Ray Street and Peter Street be switched such that northbound and southbound traffic on Ray would be required to stop for eastbound and westbound traffic on Peter Street; and

d) That a "No Stopping" regulation be implemented on the west side of Ray Street commencing at Napier Street and extending to a point 83 feet northerly therefrom; and

e) That a "No Stopping" regulation be implemented on the west side of Ray Street commencing at Napier Street and extending to a point 42 feet southerly therefrom; and

f) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

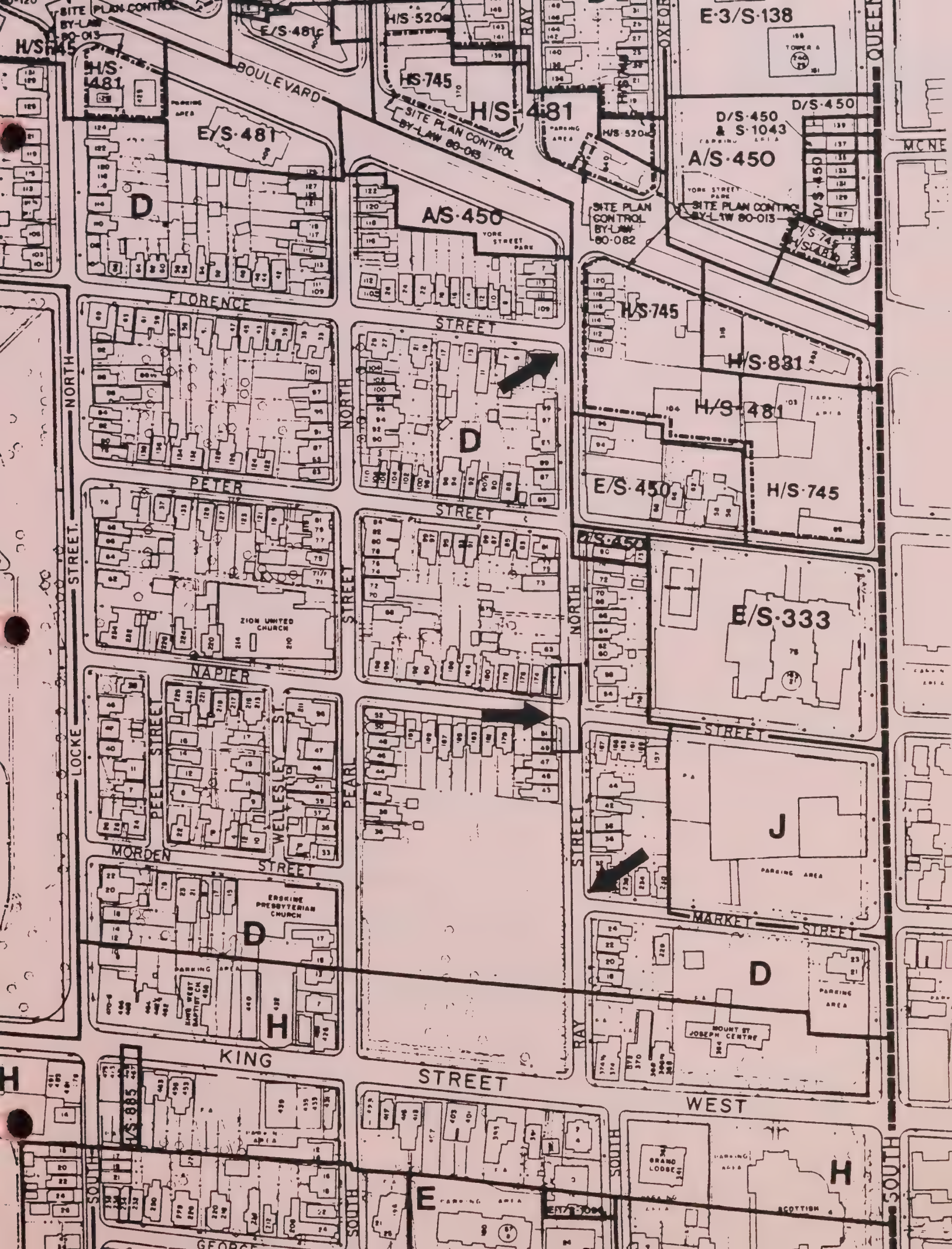
Sufficient funds are provided in the 1992 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Mary Kiss has advised of safety concerns on Ray between King and York. There are four intersections on this section of Ray, two of which are uncontrolled "T" type intersections. Therefore, the Traffic Department recommends that eastbound traffic on Florence and westbound traffic on Market be required to stop for northbound and southbound traffic on Ray. Further, the Traffic Department conducted a review of the existing stop control pattern in this area which revealed that switching the existing eastbound and westbound stop control at the intersection of Peter and Ray to a northbound and southbound stop control would be beneficial to the stop control pattern on both of these residential streets.

Also, an investigation has revealed that corner clearances are required on the west side of Ray, north and south of Napier to improve visibility of eastbound motorists on Napier attempting to enter Ray.

The implementation of the proposed corner clearances will result in a loss of approximately three legal on-street parking spaces. However, since the street is not generally heavily parked, the Traffic Department does not anticipate any parking difficulties for area residents.


BOULEVARD
FLORENCE STREET
PETER STREET
NAPIER STREET
MORDEN STREET
KING STREET WEST
MARKET STREET
NORTH STREET
SOUTH STREET
PEEL STREET
WELLESLEY ST.
LOCKE STREET
PEARL STREET
RAY
OXFORD
QUEEN
MCNE
E/S·481
H/S·481
H/S·745
H/S·520
E·3/S·138
D/S·450
D/S·450 & S·1043
A/S·450
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
YORK STREET PARK
D
A/S·450
H/S·745
H/S·831
H/S·481
E/S·450
E/S·333
J
D
H
E
ZION UNITED CHURCH
ERSKINE PRESBYTERIAN CHURCH
MOUNT ST JOSEPH CENTRE
GRAND LODGE
SCOTTISH

2(BX.XX)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of Lawnhurst Drive and Lawnview Drive, Ling Street and Lawnhurst Drive, and Lesterwood Street and Ling Street - Intersection Control. **(TEC-168-92)**

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Lawnview Drive and Lawnhurst Drive; and

b) That southbound traffic on Ling Street be required to stop for eastbound and westbound traffic on Lawnhurst Drive; and

c) That eastbound traffic on Lesterwood Street be required to stop for northbound and southbound traffic on Ling Street; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Ms. Maureen Saunders, 87 Lawnhurst Drive, that three-way stop control be implemented at the intersection of Lawnhurst Drive and Ling Street.

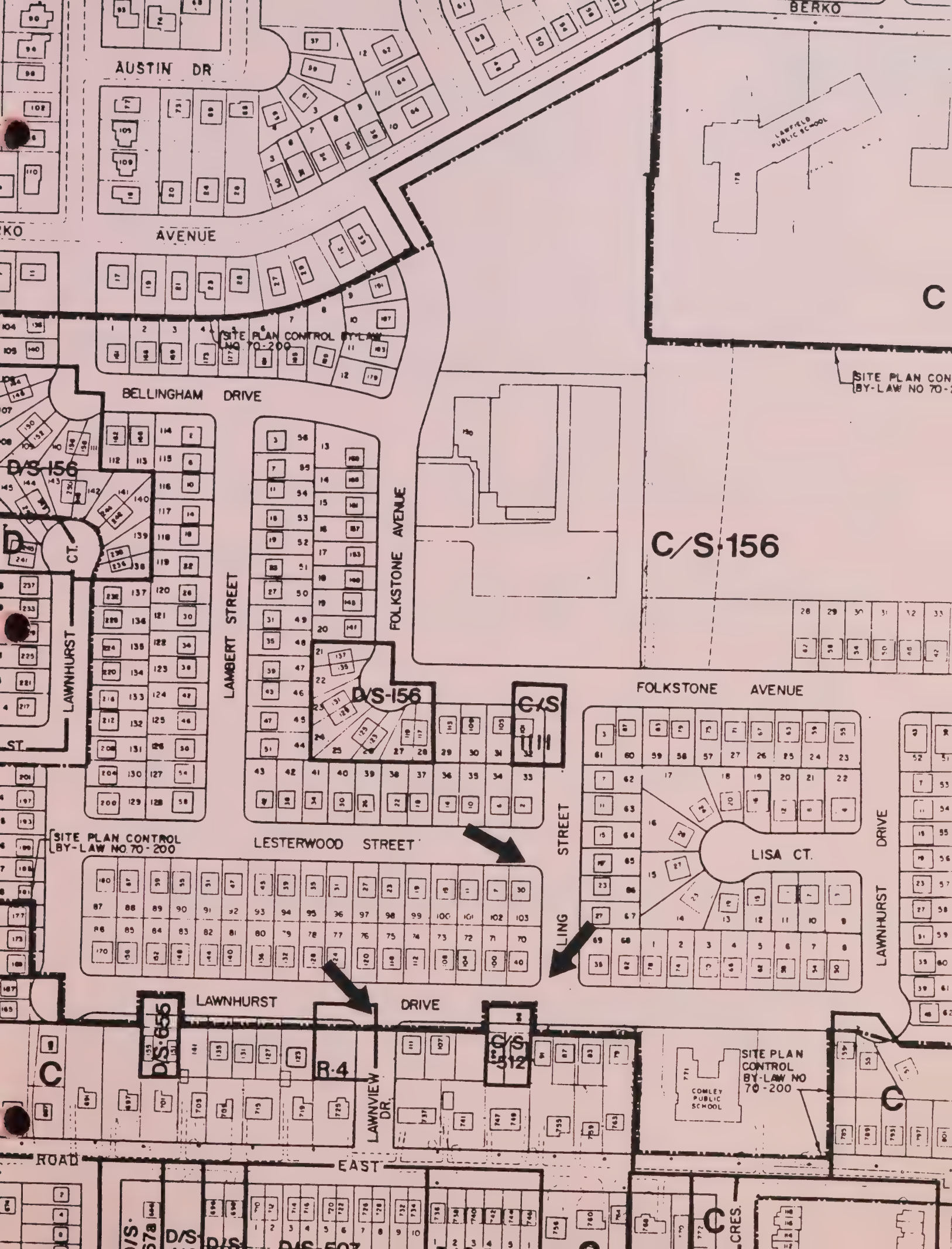
The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the last seven years. This is a very good collision record for this type of intersection.

The Traffic Department has concluded that none of the criteria respecting the use of three-way stop control are met at this intersection at this time. However, the Traffic Department is not opposed to the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that southbound traffic on Ling Street be required to stop for eastbound and westbound traffic on Lawnhurst Drive.

Notwithstanding, the intersection of Lawnview Drive and Lawnhurst Drive meets at least one of the criteria for all-direction stop control, in that it is the intersection of two collector roadways for the neighbourhood and is located only approximately 200 feet west of the intersection where Ms. Saunders has requested three-way stop control. Therefore, the Traffic Department recommends that three-way stop control be implemented at this intersection.

Also, the intersection of Lesterwood Street and Ling Street is a "T" type intersection, and presently, there are no intersection control signs. Therefore, the Traffic Department recommends that eastbound traffic on Lesterwood Street be required to stop for northbound and southbound traffic on Ling Street.

HM/MH/ks


AUSTIN DR
AVENUE
BERKO
LAMPFIELD PUBLIC SCHOOL
SITE PLAN CONTROL BY-LAW NO 70-200
BELLINGHAM DRIVE
D/S-156
CT.
LAWNHURST
ST.
LAMBERT STREET
FOLKSTONE AVENUE
C/S-156
SITE PLAN CON
BY-LAW NO 70-
FOLKSTONE AVENUE
D/S-156
C/S
SITE PLAN CONTROL BY-LAW NO 70-200
LESTERWOOD STREET
STREET
LISA CT.
DRIVE
LAWNHURST
LING
LAWNHURST
DRIVE
D/S-656
R-4
LAWNVIEW DR.
C/S 512
SITE PLAN CONTROL BY-LAW NO 70-200
COMLEY PUBLIC SCHOOL
ROAD
EAST
CRES.

26BXiXe

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 24

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of High Street and Idlewood Avenue - Intersection Control. [TEC-165-92]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of High Street and Idlewood Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Idlewood Avenue at High Street would result in additional motor vehicle operating costs in the order of $10,000.00 per year.

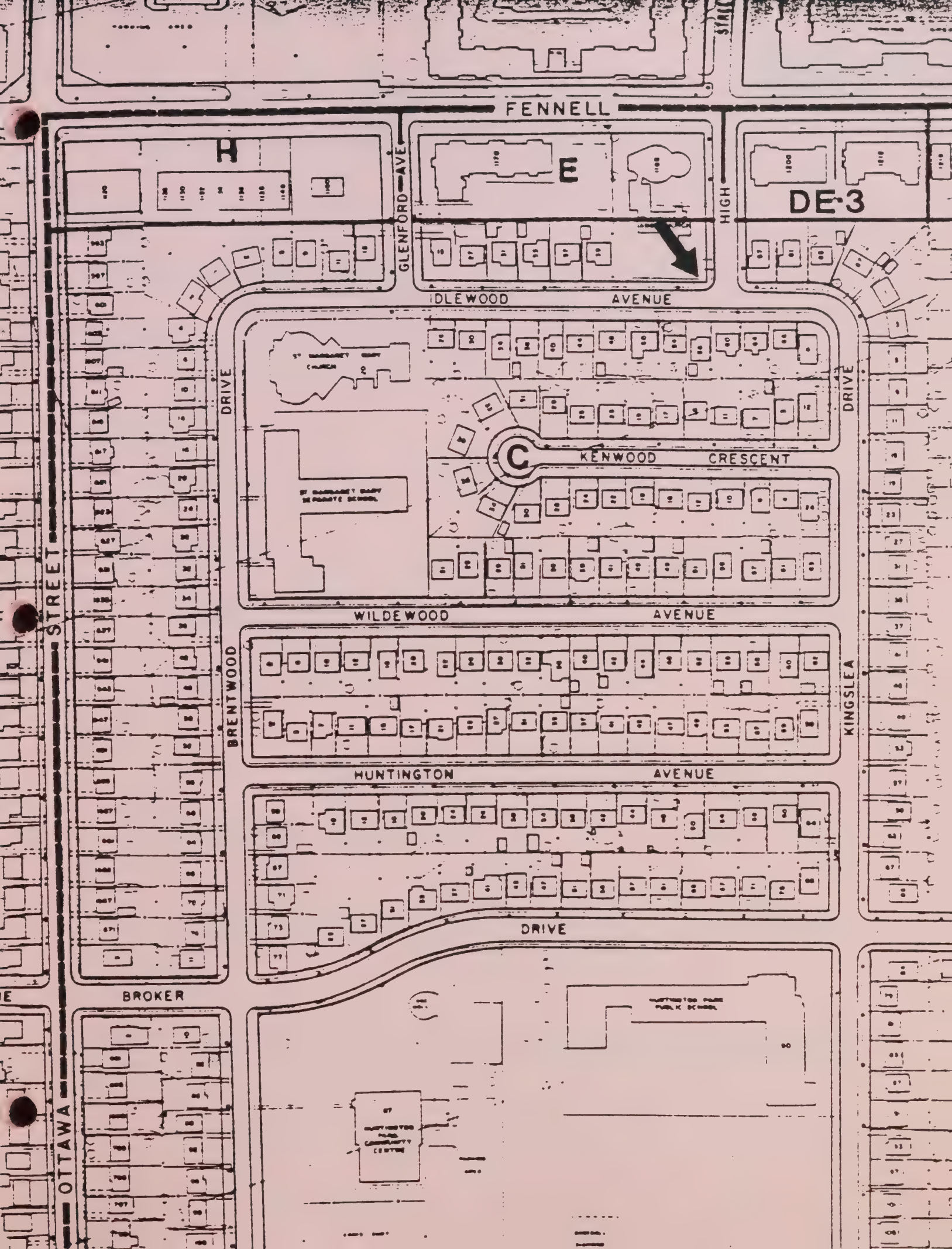
BACKGROUND:

Alderman Tom Jackson recently asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of implementing three-way stop control at the intersection of High and Idlewood. No specific concerns were given regarding the operation of this intersection.

Presently, there is a three-way stop at Glenford and Idlewood which is only approximately 500 feet west of the subject intersection. Also, there is a 90 degree turn in the roadway only 150 feet east of the subject intersection. The Traffic Department would consider an additional stop on Idlewood at High to be over-restrictive and unnecessary.

The Traffic Department has assessed this request and has the usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for three-way stop control at this intersection.

MH/ca


FENNELL
H
E
DE-3
GLENFORD AVE
HIGH
IDLEWOOD AVENUE
DRIVE
DRIVE
C
KENWOOD CRESCENT
STREET
WILDEWOOD AVENUE
BRENTWOOD
KINGSLEA
HUNTINGTON AVENUE
DRIVE
BROKER
OTTAWA

21BXI(F)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 9

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Berkindale Drive and Varga Drive - Intersection Control. [TEC-183-92]

RECOMMENDATION:

a) That the three-way stop control be implemented at the intersection of Berkindale Drive and Varga Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Domenic Agostino has advised of a request from Ms. Main, 86 Berkindale Drive, that three-way stop control be implemented at the intersection of Berkindale Drive and Varga Drive.

The subject intersection is a "T" type intersection, and presently, southbound traffic on

Varga Drive is required to stop for eastbound and westbound traffic on Berkindale Drive. The Traffic Department has concluded that the subject intersection meets at least one of the criteria respecting the use of all-direction stop control in that it is an intersection of two collector roadways for the neighbourhood. Therefore, the Traffic Department concurs with the request.

CVB/ca

BARTON STREET
RT-20/S-304
D/S-304
VALLEY DRIVE
DE - 3
L-mr-1
DRIVE
G-4/S-912a
L-mr-1
E/S-306
E-2/
DE/S-82a
VARGA
D
DE/S-3
D
BOW
BERKINDALE DRIVE
BERKIN
C/S-347
RIVERBANK CT
DRIVE
HIGHRIDG
CRYSTAL COURT
ROAD
VALLEY DRIVE
RIVERCREST
C
HONEYWELL DRIVE
SEABROOKE
DRIVE
COLCR
BOW
HONEYWELL
HONEYWELL COURT
C
COLCREST STREET
AVENUE
STREET
AA

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Connaught Avenue North - Parking Regulations. **(TEC-158-92)**

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Connaught Avenue North between Beechwood Avenue and the south end be replaced with a "No Parking" regulation on the west side and unrestricted free parking on the east side; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

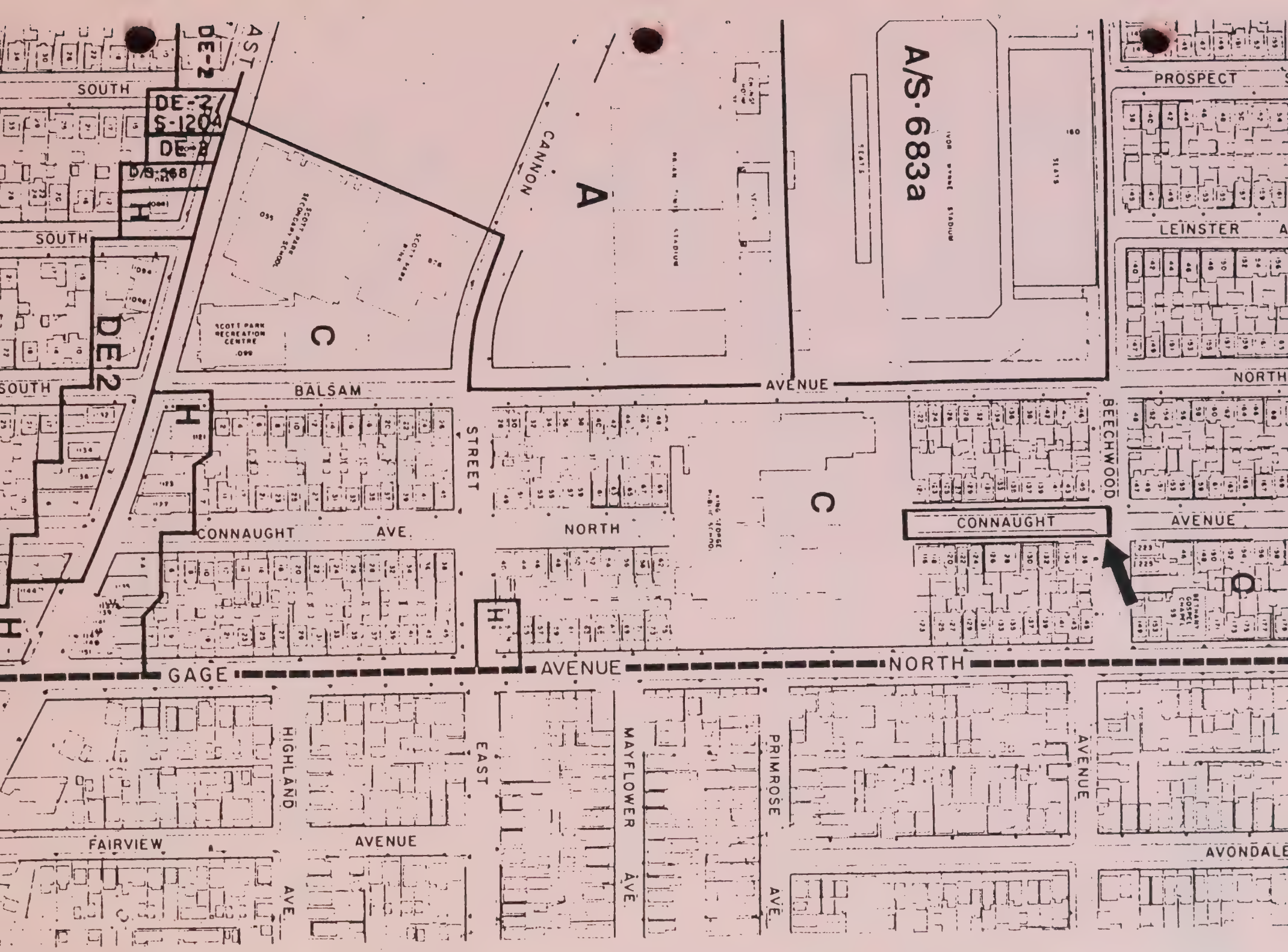
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 16 of the 24, one, two and three family dwellings abutting Connaught Avenue North between Beechwood Avenue and the south end, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No Parking" regulation on the west side, and unrestricted free parking on the east side of the street in this block. All 16 of the petitioners are in favour of the requested regulation.

Connaught Avenue North has a 24 foot pavement width. The residents have expressed concern regarding a lack of on-street parking when parking is permitted on the west side of the street under the existing "Alternate Side Parking" regulation. An investigation has confirmed that there are approximately four additional on-street parking spaces on the east side of the street than there are on the west side. Therefore, since 67 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

MH

HM/MH/ks


DE-2
SOUTH
DE-2
S-1204
DE-2
D/S-368
H
SOUTH
DE-2
SOUTH
H
H
AST
CANNON
A
A/S-683a
SCOTT PARK SCHOOL
SCOTT PARK
SCOTT PARK RECREATION CENTRE
C
AVENUE
PROSPECT
LEINSTER
NORTH
BALSAM
STREET
CONNAUGHT AVE.
NORTH
C
BEECHWOOD
CONNAUGHT
AVENUE
C
H
GAGE
AVENUE
NORTH
HIGHLAND
FAIRVIEW
AVE.
EAST
AVENUE
MAYFLOWER AVE.
PRIMROSE AVE.
AVENUE
AVONDALE

2(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bond Street South between Marion Avenue South and Main Street West - Parking Regulations. [TEC-148-92]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Bond Street South between Arkell Street and Main Street West; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

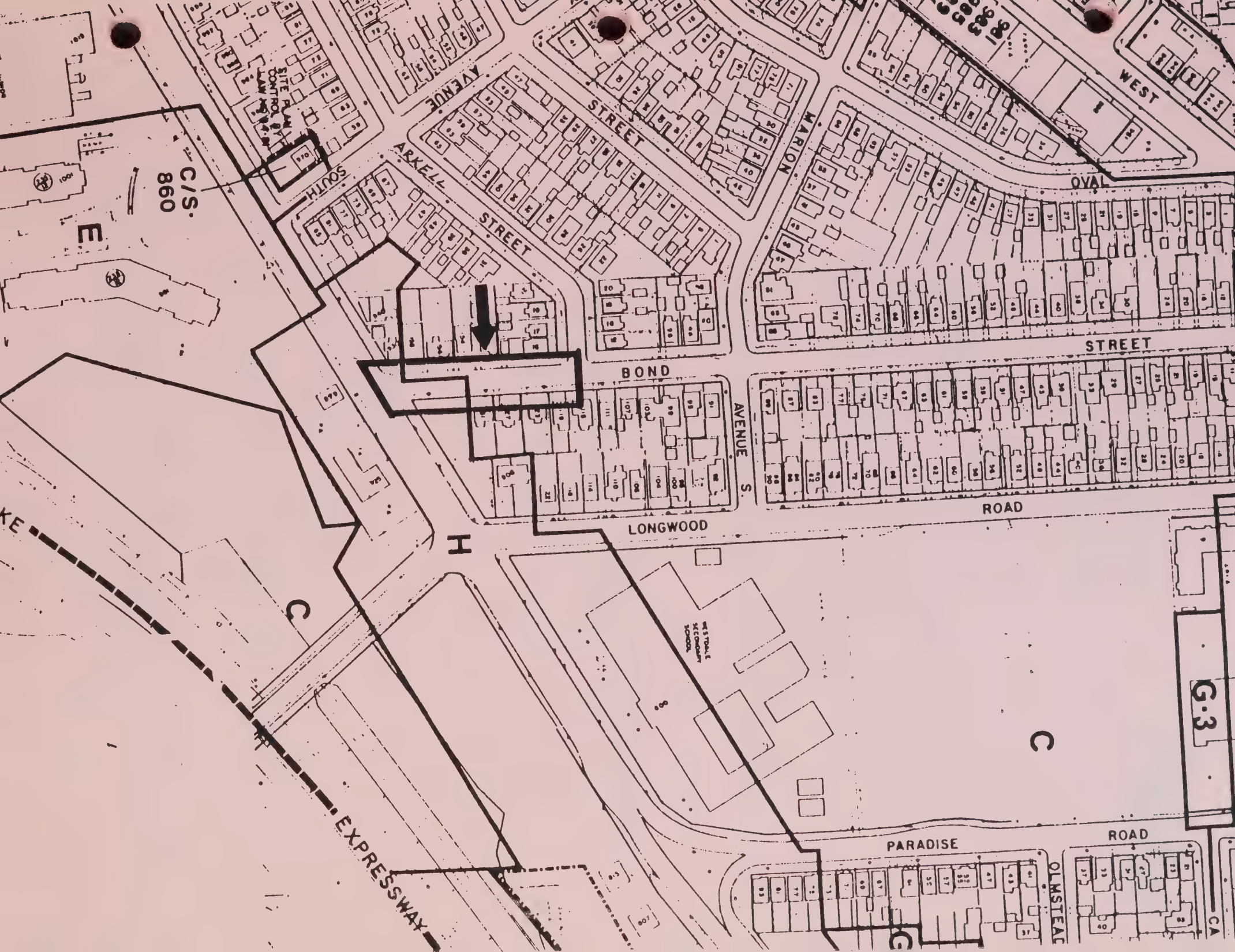
BACKGROUND:

The Traffic Department recently polled the residents of Bond Street South between Marion Avenue South and Main Street West to determine the opinions of a majority of the residents regarding parking regulations on this two block section of Bond Street South.

Bond Street South has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in the block between Arkell Street and Main Street West. Parking is prohibited on the west side of Bond Street South between Marion Avenue South and Arkell Street and unrestricted on the east side of the street in this block.

The results of the survey indicate that a majority of the residents in the block between Arkell Street and Main Street West support an "Alternate Side Parking" regulation while the residents in the block between Marion Avenue South and Arkell Street prefer the parking regulations to remain unchanged. However, the Traffic Department does not support an "Alternate Side Parking" regulation in the southerly block only since traffic would be required to jog side to side when parking is permitted on opposite sides of the street, north and south of Arkell Street.

After completing a second poll of the residents in the southerly block, a majority support a parking prohibition on the west side of the street as is the case in the block to the north. Therefore, since 70 percent of the abutting residents between Arkell Street and Main Street West support the proposed regulation, the Traffic Department concurs with this request.


AVENUE
STREET
MARION
WEST
OVAL
SOUTH
ARKELL
STREET
C/S
860
E
BOND
AVENUE
S.
STREET
ROAD
LONGWOOD
H
C
EXPRESSWAY
C
G.3
PARADISE
ROAD
OLMSTEAD

2(B)(ii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 1

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Gurnett Gate between Gurnett Drive and Stone Church Road West - Parking Regulations. [TEC-173-92]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Gurnett Gate between Gurnett Drive and Stone Church Road West; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

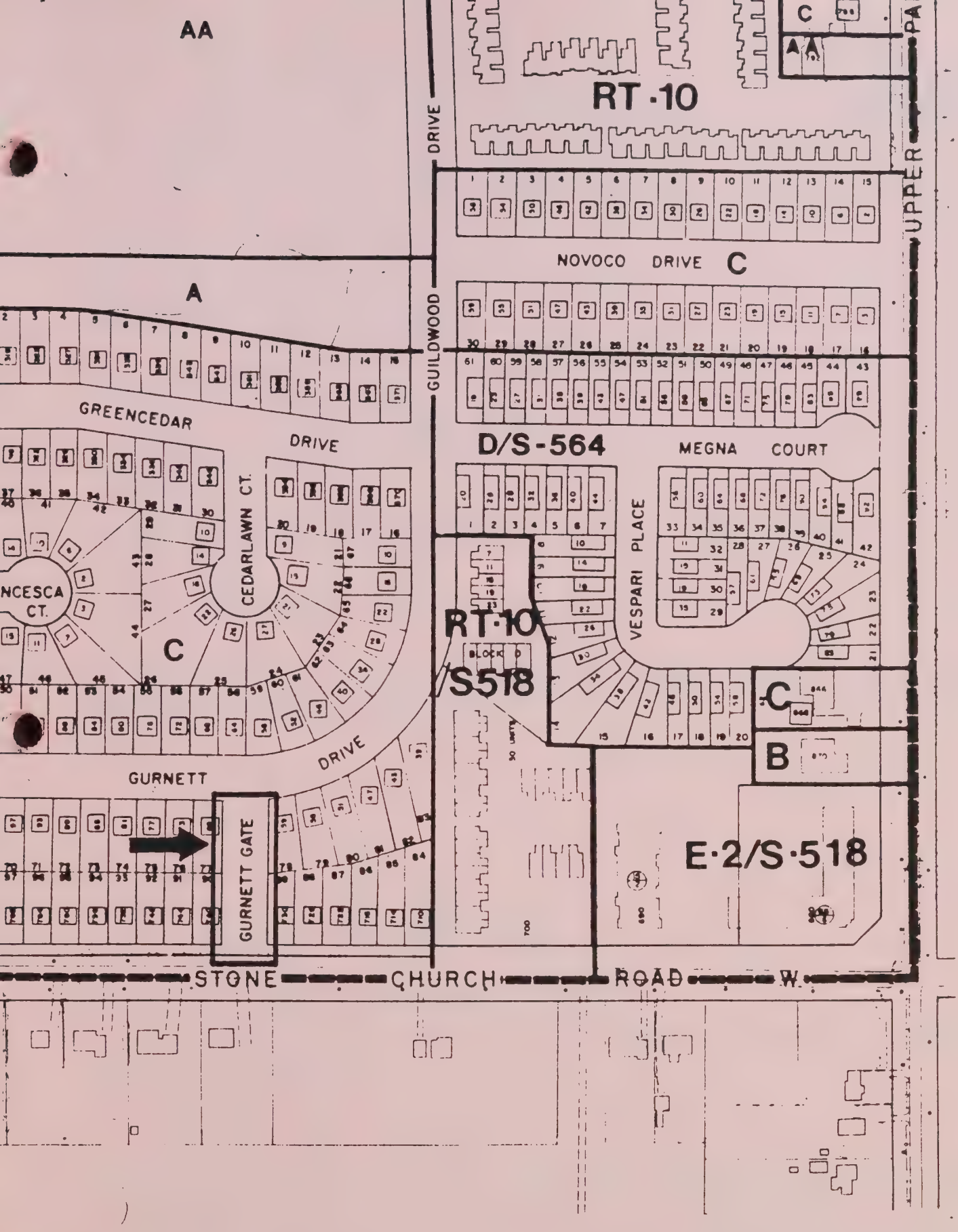
BACKGROUND:

Alderman Don Ross has advised of concerns regarding parked vehicles on both sides of Gurnett Gate between Gurnett Drive and Stone Church Road West and that he wishes to initiate a parking prohibition on either side of the street in this area.

Gurnett Gate has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

Although there are no homes fronting on Gurnett Gate, there are four abutting properties. The Traffic Department could support a parking prohibition on either side of the street. However, an investigation has revealed that there are existing concrete poles on the west side of Gurnett Gate which could be used for signing rather than installing additional sign posts on the east side. Therefore, the Traffic Department recommends that parking be prohibited on the west side of the street in this block.

The implementation of the requested regulation should not create any parking difficulties for area residents since all homes in this area have existing driveways.



46 | 49

CITY OF HAMILTON

2(B)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 86 Tisdale Street South - Application for a Time Limit Exemption Permit. (TEC-178-92)

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six eligible applicants residing in the apartment building at No. 86 Tisdale Street South.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $144.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

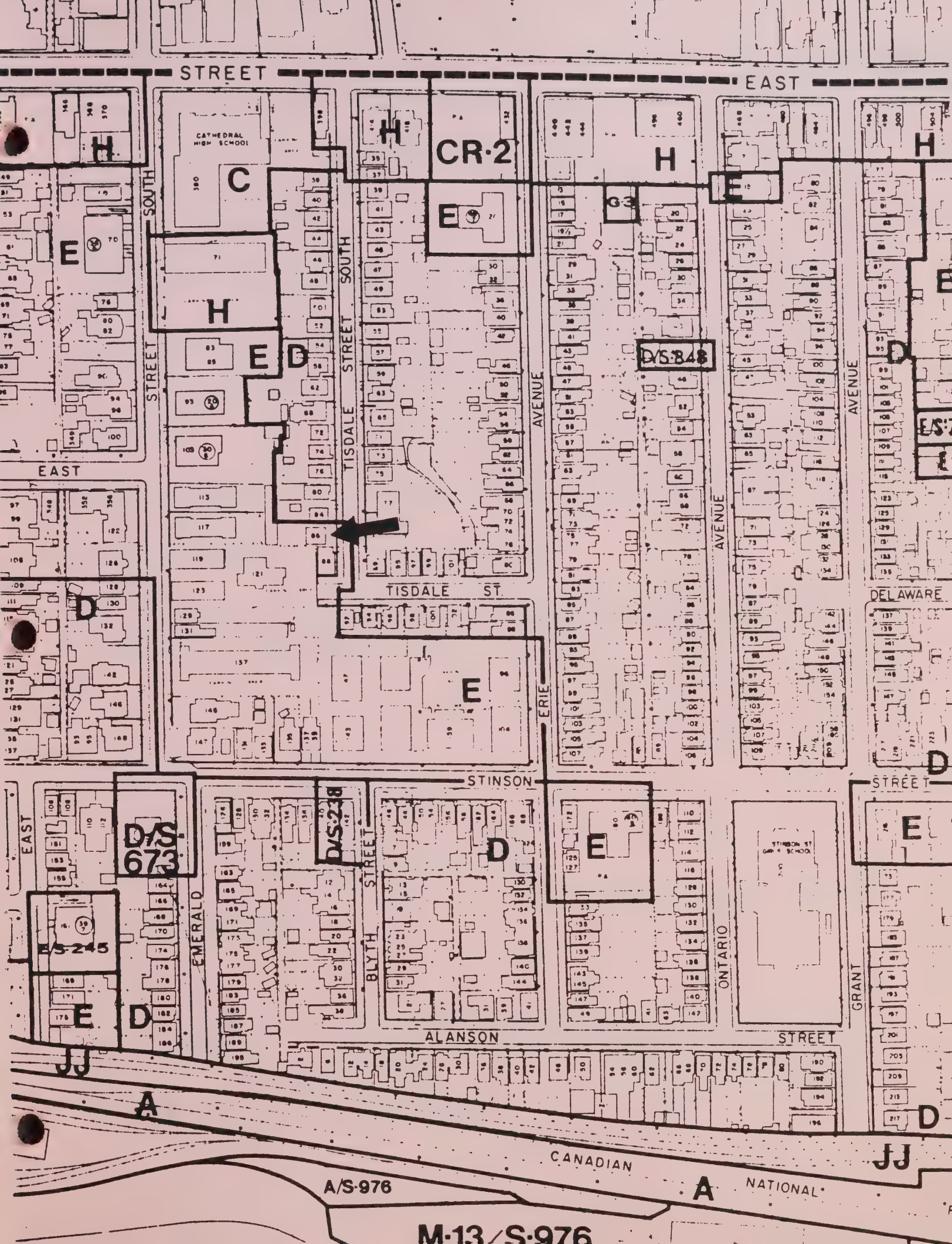
The Traffic Department has received a request from a resident of the apartment building at No. 86 Tisdale Street South, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the west side of Tisdale Street South, and the applicant has advised that he wishes to park his vehicle in the recently implemented one hour time limit on Tisdale Street South.

An investigation has revealed that there are six dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

The land use on Tisdale Street South in this area consists generally of single family homes. The issuance of Time Limit Exemption Permits to residents of this building should not create any parking problem for other area residents. Therefore, the Traffic Department concurs with the request.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of eight off-street parking spaces in accordance with the current Zoning By-law requirements. However, since there are only six dwelling units, it would be appropriate to issue a maximum of six parking permits to the residents of the building, on a first come first served basis.

HM/MH/lem


STREET
EAST
CATHEDRAL HIGH SCHOOL
CR-2
H
C
E
D
G3
DS-848
SOUTH
STREET
TISDALE STREET SOUTH
AVENUE
TISDALE ST
DELAWARE
ERIE
STINSON
STREET
EAST
DS-673
DS-238
EMERALD
BLYTH STREET
ONTARIO
GRANT
ALANSON
STREET
ES-245
JJ
A
CANADIAN NATIONAL
A/S-976
M-13/S-976

2(BXiiXe)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 27

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 66 Stinson Street - Application for a Time Limit Exemption Permit. **(TEC-164-92)**

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue upon request one Time Limit Exemption Permit to each of the first two eligible applicants residing in the apartment building at No. 66 Stinson Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $48.00 in revenue each year from the sale of parking permits to residents of this building.

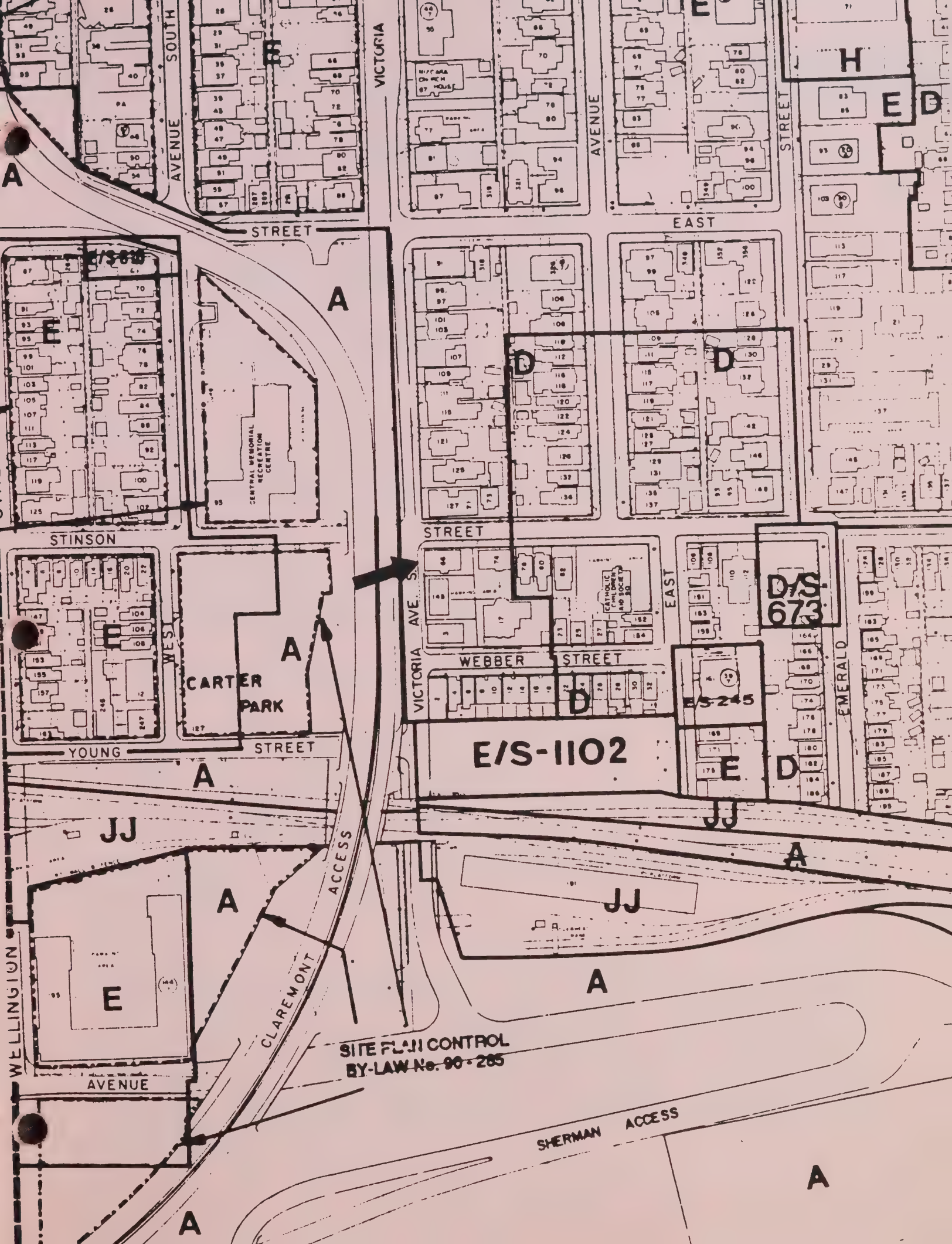
BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 66 Stinson Street, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the south-east corner of Stinson Street and Victoria Avenue South. The applicant has advised that he wishes to park his vehicle in the time limit area in the vicinity of this building.

Past practice of the Committee has established a policy that generally Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. An investigation has revealed that there are eight dwelling units in the subject apartment building, and that there are six off-street parking spaces available on the property.

The Zoning By-law requires that a minimum of ten off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of four off-street parking spaces in accordance with the current Zoning By-law requirements. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking, and the issuance of Time Limit Exemption Permits to two residents of this building should not create any parking problem for other area residents. Therefore, the Traffic Department concurs with the request and it would be appropriate to issue a maximum of two parking permits to residents of the building, on a first come first served basis.

HM/MH/ks


VICTORIA AVENUE SOUTH
VICTORIA AVENUE
EAST STREET
STREET
STINSON STREET
CENTRAL MEMORIAL RECREATION CENTRE
CARTER PARK
WEST
YOUNG STREET
WEBBER STREET
VICTORIA AVE. S.
EAST
EMERALD
D/S 673
E/S-245
E/S-1102
ACCESS
CLAREMONT
WELLINGTON
AVENUE
SHERMAN ACCESS
SITE PLAN CONTROL
BY-LAW No. 90-285

2(BXiiXf

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 222 Fairfield Avenue - Request to Remove an Existing Reserved "Permit Parking" Space for a Disabled Resident from the West Side of the Street. **(TEC-169-92)**

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Fairfield Avenue, which commences at a point 173 feet north of Britannia Avenue and extends to a point 20 feet northerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The City Council, on 1990 April 10, approved a request from Mr. James Large, 222 Fairfield Avenue, to designate a reserved "Permit Parking" space in front of and across from his home as he is disabled. Also, City Council on 1992 July 28, approved a recommendation that the existing "Alternate Side Parking" regulation on Fairfield Avenue between Barton Street East and Britannia Avenue be replaced with a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street. Therefore, it would be appropriate to remove the reserved "Permit Parking" space on the west side of the street as it is no longer required.


COPE
TRAGINA AVENUE
HOMESIDE PARK
PIPELINE
PARK
WEIR STREET
FAIRFIELD
PALING
STRATHEARNE
BRITANNIA
AVENUE
NORTH
NORTH
ROXBOROUGH
AVENUE
AVENUE
STREET
AVENUE
STREET
AVENUE
PALING
AVENUE
W H BALLARD PUBLIC SCHOOL

2(B)(ii)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 24

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 192 Walnut Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-167-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Walnut Street South commencing at a point 91 feet south of Forest Avenue and extending to a point 20 feet southerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Spero, No. 192 Walnut Street South; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

Alderman Vince Agro has advised of a request from Mr. John Spero, No. 192 Walnut Street South, that a reserved "Permit Parking" space be designated on the east side of Walnut Street South in front of his home since he is disabled.

Walnut Street South has a 30 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. John Spero possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

HM/MH/ks


J/S-409
TH 8B
H/S-790
E/S-267
J/S-409b
D
STREET
LIBERTY
BAILLIE ST.
A
RAILWAY
Lmr-2
E/S-950
E-1
E-3
E3/S766
SOUTH
D
E/S-357
E
G-3
H
G
GRANGE
STREET
YOUNG
CR-2/S
-572a&b
E-3
E-3/S-1040
E-3/S
1104
E-3/S
-601
E-3/S-711
E-3
STREET
D
AVENUE
J/S-4
CATHARINE
E-3
WALN
QUEEN VICTORIA
PUBLIC SCHOOL
FOREST
DE-3/S-970
J/S-920
EAST
WOOLVERTON
PLAY GROUND
A
E-3
E-3
PATRICK ST.
FOSTER ST.
FERGUSON
CHARLTON
E
D
ST. ELIZABETH'S
NURSING HOME
E
D
D
DRIVE
ST. JOSEP
E
E
E/S-136
ARKLEDUN
AVENUE

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 12

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 52 Picton Street West - Request for a Reserved "Permit Parking" Space for a Disabled Resident. **(TEC-157-92)**

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Picton Street West commencing at a point 204 feet west of MacNab Street North and extending to a point 23 feet westerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Victor Bango, No. 52 Picton Street West; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

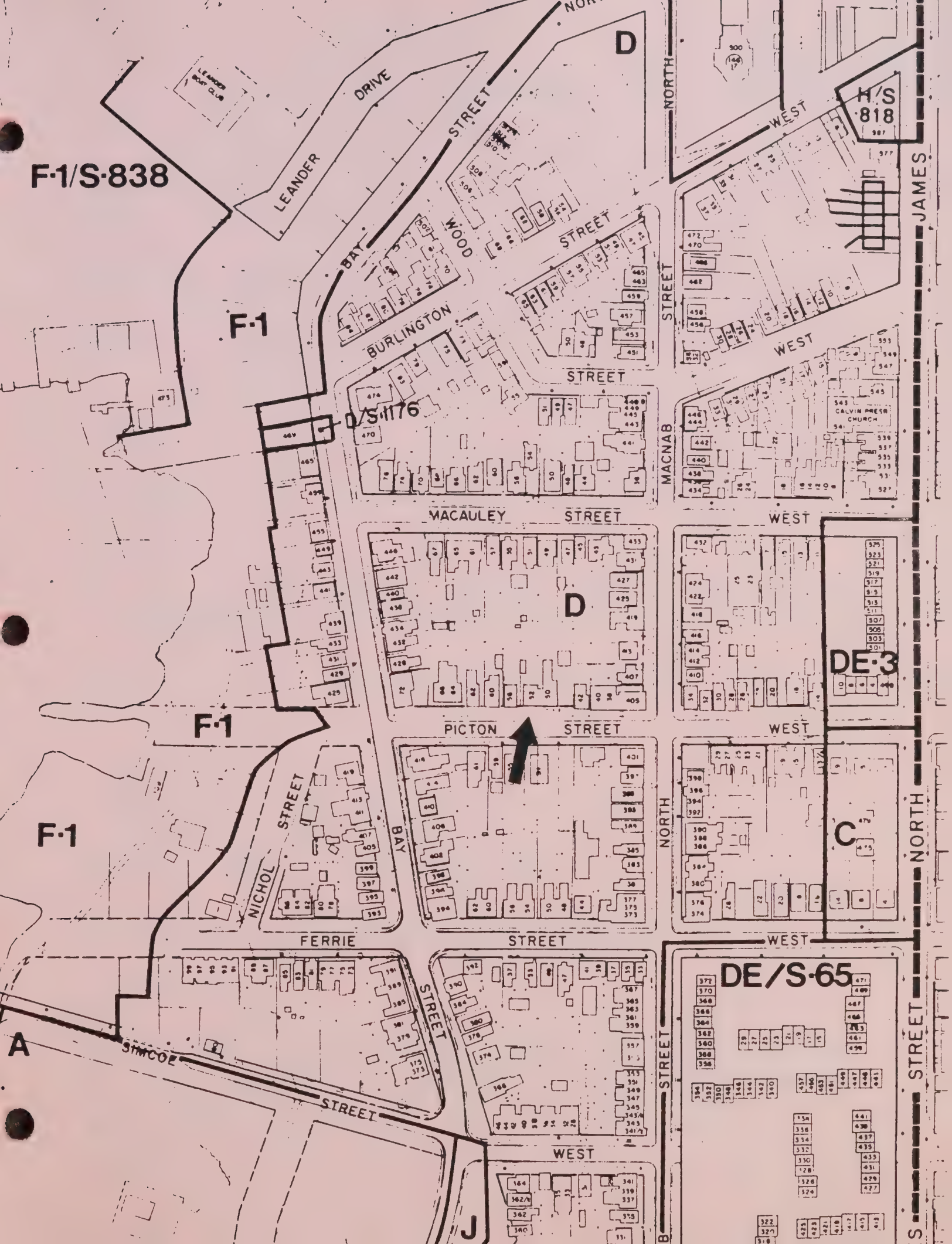
BACKGROUND:

The Traffic Department has received a request from Mr. Victor Bango, No. 52 Picton Street West, that a reserved "Permit Parking" space be designated on the north side of Picton Street West in front of his home since he is disabled.

Picton Street West has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Victor Bango possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

HM/MH/ks


F-1/S-838
LEANDER DRIVE
BAY STREET
NORTH
WEST
H/S 818
JAMES
D
WOOD STREET
BURLINGTON STREET
F-1
O/S-1176
MACNAB
MACAULEY STREET
WEST
D
DE-3
F-1
PICTON STREET
WEST
F-1
NICHOL STREET
BAY
NORTH
C
FERRIE STREET
WEST
DE/S-65
A
SIMCOE STREET
STREET
WEST
J
STREET
NORTH

2(BXiiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bay Street South between Aberdeen Avenue and Markland Street - Parking Regulations. **(TEC-176-92)**

RECOMMENDATION:

a) That a "No Stopping, 7:00 a.m. to 9:00 a.m., Monday to Friday" regulation be implemented on the east side of Bay Street South between Aberdeen Avenue and Markland Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 13 of the 15, one, two and three family dwellings abutting Bay Street South between Aberdeen Avenue and Markland Street, requesting that a "No Parking, 7:00 a.m. to 9:00 a.m., Monday to Friday" regulation be implemented on the east side of the street in this block. All thirteen residents who signed the petition are in favour of the requested regulation.

Bay Street South has a 28 foot pavement width, and presently, there is a "No Stopping, 7:00 a.m. to 9:00 a.m., Monday to Friday" regulation and a full-time parking prohibition on the west side and unrestricted free parking on the east side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by St. Joseph's Hospital employees. The implementation of the requested regulation would reduce long-term non-resident parking in this block.

Since 87 percent of the abutting residents are in agreement, the Traffic Department would not object to a parking prohibition in this block. However, a prohibition of parking from 7:00 a.m. to 9:00 a.m. would be a unique regulation that would not be readily understood, and staff limitations would mean that enforcement of such a regulation would be inadequate and ineffective. Therefore, a more appropriate regulation for enforcement purposes would be a "No Stopping, 7:00 a.m. to 9:00 a.m., Monday to Friday" regulation. The resident who circulated the petition has advised that he supports the recommendation and that a majority of the petitioners would also agree.

HM/MH/lem


CAROLINE
CHARLTON
AVENUE
WEST
DE 3
E
HERKIMER
STREET
G
C
D
MARKLAND
STREET
CAROLINE ST. SOUTH
HILTON
ST
SOUTH
ABERDEEN
AVENUE
C/S
721
69
65
14
PLACE
CHILTON
SITE PLAN CONTROL BY-LAW 80-
RAVENSCLIFFE AVENUE
TURNER AVE
BAY
STREET
UNDERCLIFFE AVE.
GLOUCESTER RD
DRIVE
INGLEWOOD
SITE PLAN CONTROL
BY-LAW 83-15
RD

26(B)XIII(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 08

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Confederation Park Route - New Bus Stops and Bus Stop Removal. **(TEC-181-92)**

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company:

i) the following new bus stops be approved;

Route 56 Confederation Park

Inbound - Van Wagner's Beach Road, south side, 2,792 feet west of the centre line of Nash Road (M/B).

Inbound - Van Wagner's Beach Road, south side, 1,102 feet west of the centre line of Nash Road (M/B).

Outbound - Van Wagner's Beach Road, north side, 1,102 feet west of the centre line of Nash Road (M/B).

Outbound - Van Wagner's Beach Road, north side, 2,667 feet west of the centre line of Nash Road (M/B).

ii) the following bus stop removal be approved:

Route 56 Confederation Park

Inbound - Van Wagner's Beach road, south side, immediately west of Nash Road (N/S).

...

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray J. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Traffic Department has reviewed a request from the Hamilton Street Railway Company for permission to establish four new bus stops and to remove one bus stop on Van Wagner's Beach Road in order to maintain an acceptable level of service for customers.

The proposed bus stop locations are satisfactory from a traffic point of view. There would be no loss of on-street parking since the proposed bus stops are in areas that are presently signed "No Parking". Therefore, the Traffic Department concurs with this request.

59 | | |
| 60 | |
77 | 76 | 27

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

HAMILTON BEACH 'C'

ZONING

Neighbourhood Boundary
Zoning Boundary.

0 50m 100m
SCALE

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO 6301

JANUARY 1990

PAGE 6

2(a)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 08

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Upper Sherman Route - New Bus Stops and Removal of a Bus Stop. **(TEC-170-92)**

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company:

i) the following new bus stops be approved:

Route 24 Upper Sherman

Outbound - Beaverton Drive, north side, 100 feet west of the centre line of Upper Sherman Avenue (M/B).

Outbound - Acadia Drive, west side, 446 feet south of the south curb line of Butler Drive (M/B).

Inbound - Acadia Drive, south side, 92 feet west of the centre line of Upper Sherman Avenue (M/B).

ii) the removal of the following bus stop be approved:

Route 24 Upper Sherman

Inbound - Beaverton Drive, south side, 302 feet west of the centre line of Upper Sherman Avenue (M/B).

b) That the City Traffic By-law 89-72 be amended accordingly,

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

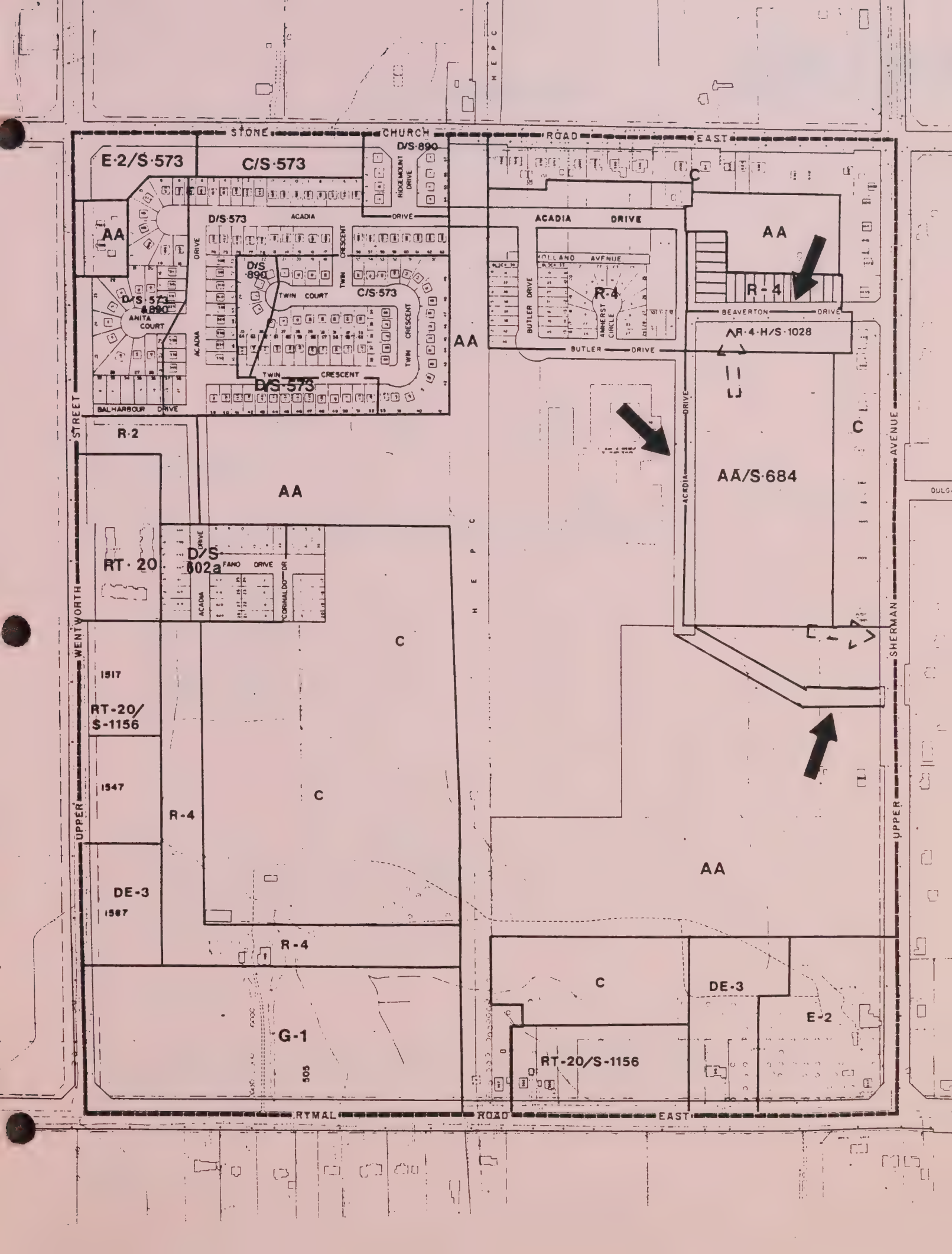
N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to establish three new mid-block bus stops and to remove one existing bus stop on Acadia Drive and on Beaverton Drive. These bus stop location changes are required as a result of the reversal in direction of travel on the Acadia, Beaverton and Upper Sherman loop.

The proposed bus stop locations are satisfactory from a traffic point of view. There would be no loss of on-street parking to implement the Acadia Drive locations since these proposed bus stops are in an area presently signed "No Parking". There would be a loss of five parking spaces on the north side of Beaverton Drive. However, since all residents in this area have available off-street parking, the Traffic Department does not anticipate any parking difficulties and concurs with the request.

HM/MH/ks


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
RIDGEMOUNT DRIVE
AA
D/S-573
ACADIA
DRIVE
CRESCENT
TWIN COURT
D/S-890
C/S-573
ANITA COURT
ACADIA DRIVE
HOLLAND AVENUE
BUTLER DRIVE
AMHERST CIRCLE
R-4
BEAVERTON DRIVE
R-4-H/S-1028
BUTLER DRIVE
AA/S-684
BALHARBOUR DRIVE
R-2
WENTWORTH STREET
RT-20
D/S-602a
FANO DRIVE
CORINALDO DR
1317
RT-20/S-1156
1347
R-4
DE-3
1387
G-1
505
H E P C
SHERMAN AVENUE
UPPER
RYMAL ROAD EAST
RT-20/S-1156
E-2

2(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 24

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Appointment of Parking Control Officers. [TEC-166-92]

RECOMMENDATION:

a) That, in accordance with Section 15 (1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Gregory Bartolotta
Michael Disanza
Douglas Eldridge
Melissa Gould
Nicholas Valenti
Joanne Wigmore

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the City of Hamilton Traffic Department it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15 (1) of the Police Act.

MH/ca

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Emperor Drive and Upper Wentworth Street - School Crossing Guard. **(TEC-191-92)**

RECOMMENDATION:

a) That a School Crossing Guard be assigned to the intersection of Emperor Drive and Upper Wentworth Street during the morning and evening school crossing periods only on a permanent basis; and

b) That the School Crossing Guard located at Upper Wentworth Street and Vickers Road be removed upon the installation of the traffic signal at Upper Wentworth Street and Franklin Road.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have minimal impact on the School Crossing Guard Program budget.

BACKGROUND:

Emperor Drive and Upper Wentworth Street

Alderman Merling, as well as the Principal of Helen Detwiler Junior School, requested that the Traffic Department investigate the need for a School Crossing Guard at the intersection of Emperor Drive and Upper Wentworth Street.

A survey undertaken on 1992 April 28, concluded that the need for a guard was not justified at that time. Although there were no safe gaps for pedestrians to cross Upper Wentworth Street, it was identified that no children crossed at this time. This area of the east mountain is quickly developing and the enrolment of the school is increasing with the completion of each new development. As a result, the Traffic Department undertook vehicle and pedestrians surveys at the intersection on 1992 September 08 and 1992 September 09. These surveys concluded that again there are no safe gaps for pedestrians to cross Upper Wentworth Street. In regards to the number of children crossing Upper Wentworth Street, the activity has increased with each observation period. The most recent observation indicates that 18 children are now using this intersection to cross Upper Wentworth Street. The Principal of Helen Detwiler School has assured the Traffic Department that these numbers will only increase in the upcoming months as completion of several townhouses is accomplished. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Emperor Drive and Upper Wentworth Street during the morning and evening school crossing periods only.

In accordance with approved emergency procedures, a School Crossing Guard was temporarily assigned to this location on 1992 September 10.

Upper Wentworth Street and Vickers Drive

On 1992 June 02, Regional Council approved the installation of a traffic signal at the intersection of Upper Wentworth Street and Franklin Road. This traffic signal will be located approximately 180 feet south of the intersection of Upper Wentworth Street and Vickers Drive where a School Crossing Guard is currently located to assist children across Upper Wentworth Street. Pedestrian surveys were undertaken at Vickers Drive to determine the extent of pedestrian use while the School Crossing Guard is on duty. During the morning period, a total of seven school aged children crossed Upper Wentworth Street with the guard while seven also crossed during the afternoon period.

Due to the close proximity of the new traffic signal, the minimal pedestrian activity with the School Crossing Guard and alternate crossing locations, the Traffic Department recommends removal of this School Crossing Guard.

TA/MH/ks

2(8)(v)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Bendamere Avenue and Upper Paradise Road - School Crossing Guard. **(TEC-189-92)**

RECOMMENDATION:

a) That a School Crossing Guard be assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only on a permanent basis; and

b) That the School Crossing Guard located at the mid-block traffic signal on Limeridge Road West at St. Jerômes Separate School be removed.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have a neutral impact on the School Crossing Guard Program budget.

BACKGROUND:

Bendamere Avenue and Upper Paradise Road

Alderman Ross has, as a result of a request from Holbrook Public School, requested that the Traffic Department investigate the need for a School Crossing Guard at the intersection of Bendamere Avenue and Upper Paradise Road. Several studies have occurred on Upper Paradise Road in the vicinity of Bendamere Avenue over the past several years. It has always been concluded that there was not a need for adult supervision due to low pedestrian volumes or alternate locations to cross Upper Paradise Road.

As a result of a policy change by the Hamilton Public School Board regarding bussing of children, it was concluded that new studies were necessary. Studies undertaken on 1992 September 08 and 1992 September 09, indicate a large increase in children attempting to cross Upper Paradise Road to attend classes at Holbrook School and Chedoke School. Pedestrian volumes over these two days range from 40 to 50 children during a normal crossing period. The majority of these children were previously bussed to Chedoke School but must now walk and cross Upper Paradise Road. Observations also indicate that there are few safe gaps in the traffic flow on Upper Paradise Road and that children will experience delays in crossing safely. Therefore, it is recommended that a School Crossing Guard be hired and assigned to the intersection of Bendamere Avenue and Upper Paradise Road during the morning and evening school crossing periods only.

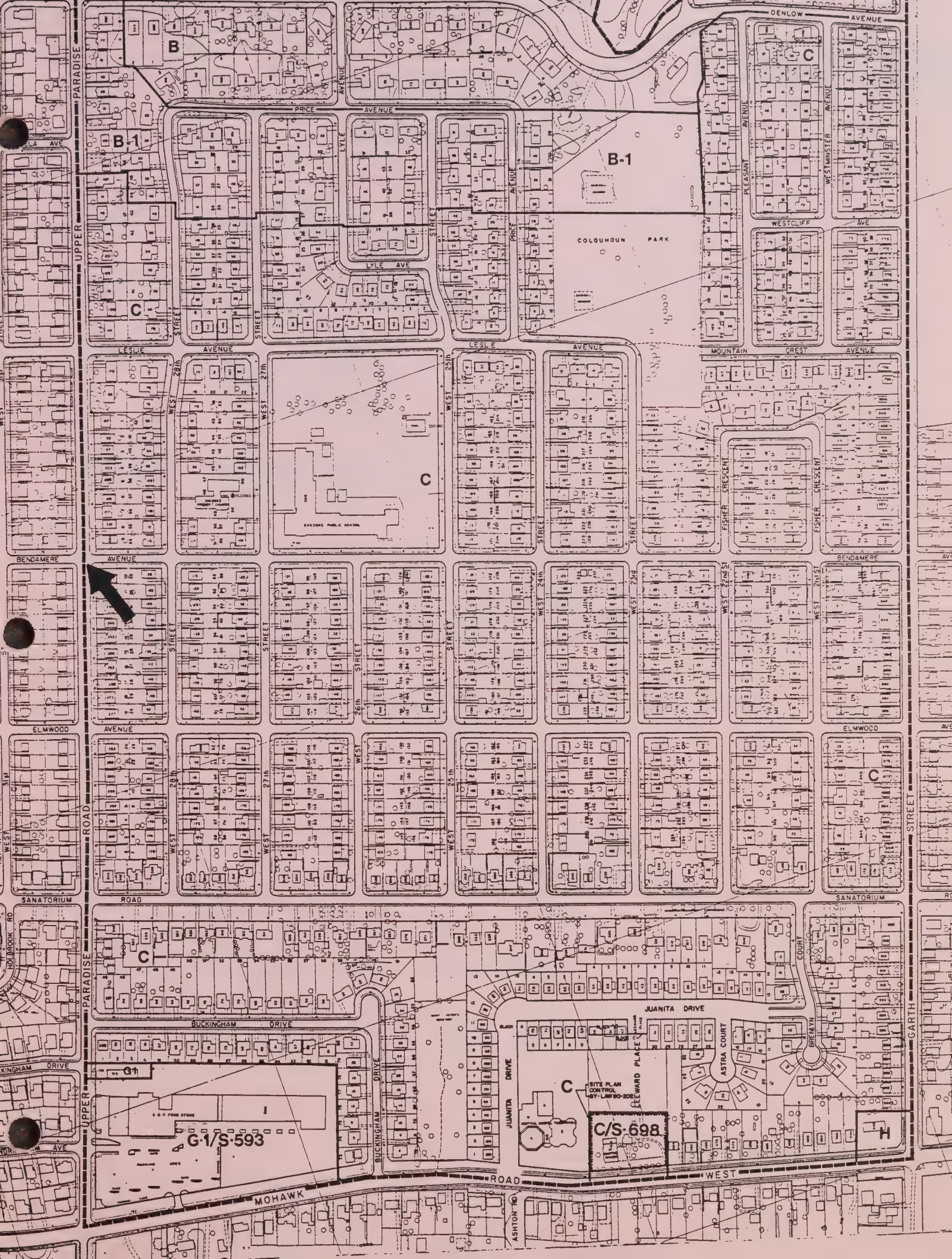
In accordance with approved emergency procedures, a temporary School Crossing Guard was assigned to this location on 1992 September 10.

Limeridge Road West at St. Jeromes Separate School

As a result of a decision by City Council on 1990 July 31, a pedestrian actuated signal was installed on Limeridge Road West at St. Jeromes Separate School. A School Crossing Guard has been assigned to this location since 1979.

The purpose of a School Crossing Guard is to stop moving vehicles and to create a gap in traffic to enable children to cross roadways safely. At this location, the pedestrian signal and School Crossing Guard are situated in a mid-block location. Therefore, when the pedestrian signal is actuated, all vehicular traffic comes to a stop, and there is no conflict between vehicular and pedestrian traffic. Therefore, the School Crossing Guard is redundant. In the interest of attempting to make the best use of the funds available for school crossing, it is recommended that the guard at this location be removed in order that the new guard may be assigned to Bendamere Avenue and Upper Paradise Road with a neutral cost to the program. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from this location. The Traffic Department will have the School Crossing Guard remain on duty for an appropriate phase-out period, to direct children on the proper method to use the pedestrian actuated signal.

TA/MH/ks


B
B-1
C
PRICE AVENUE
LYLE AVENUE
LESLIE AVENUE
DENLOW AVENUE
WESTCLIFF AVE
MOUNTAIN CREST AVENUE
BENDAMERE AVENUE
ELMWOOD AVENUE
SANATORIUM ROAD
UPPER PARADISE ROAD
PARADISE ROAD
COLQUHOUN PARK
FISHER CRESCENT
JUANITA DRIVE
BUCKINGHAM DRIVE
ASTRA COURT
EDWARD PLACE
BRENTN COURT
GARTH STREET
MOHAWK ROAD WEST
ASHTON RD
HOLBROOK RD
G-1
G-1/S-593
C/S-698
H
SITE PLAN CONTROL BY-LAW 80-208

26(X)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 11
T103 37 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application:
Hamilton Air Show

RECOMMENDATION:

That the application of A. Lutchin, agent for the Hamilton Air Show (150 King Street East, Hamilton) to display a promotional banner across Main Street West, in front of City Hall from Monday June 14, 1993 to Monday June 21, 1993 with the following message be reviewed:

BIG 'V' DRUG STORES HAMILTON INTERNATIONAL AIR SHOW

..

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

..

Banner Application
Hamilton Air Show

BACKGROUND:

An application has been received from A. Lutchin, agent for the Hamilton Air Show, requesting permission to display a promotional banner across Main Street in front of City Hall.

The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to this application.

This application is being presented to your Committee because although this banner has been erected before, the Hamilton Air Show will have advertising printed on the banner and Council direction is that the banner space be used only for community, charitable and philanthropic events and not to permit advertising on the banners.

JKC.

cc: H. Reinhold, Public Works Department

2CCXIX6)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 9
M. Preston T103-37

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
FISU Women's Soccer (World University Games)

RECOMMENDATION:

That the application of L. Vamos, agent for FISU Women's Soccer (World University Games), (McMaster University, Room 2001A, Hamilton L8S 4K1), to display a promotional banner across Main Street West in front of City Hall from July 5, 1993 to July 12, 1993, with the message **"World University Games - City of Hamilton and McMaster University Host the First Women's Soccer Championship - July 8-18"**, be approved.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from FISU Women's Soccer (World University Games) to erect a promotional banner over Main Street West in front of City Hall from July 5, 1993 to July 12, 1993.

The policy guidelines and conditions as approved by Council on October 29, 1986 and January 13, 1987 will apply to this application. This application is being presented to your Committee because the organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

MJP:

cc: H. Reinhold, Public Works Department

2(c)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 11
M. Preston T103-37

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
Bank of Montreal

RECOMMENDATION:

That the application of H. Russell, agent for the Bank of Montreal (1 James Street North, Hamilton L8N 3H7), to display a promotional banner across Main Street West in front of City Hall from November 29, 1993 to December 6, 1993, with the message "**A Historic Celebration - Bank of Montreal in Hamilton - 150 Years**", be approved.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Bank of Montreal to erect a promotional banner over Main Street West in front of City Hall from November 29, 1993 to December 6, 1993, to commemorate 150 years of service in Hamilton.

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 will apply to this application. This application is being presented to your Committee because this organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

MJP:

cc: H. Reinhold, Public Works Department

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 14
M. Preston T103-37

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
Copps Coliseum / H.E.C.F.I.

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of D. Vivien, agent for Copps Coliseum / H.E.C.F.I., (101 York Boulevard, Hamilton), to display a promotional banner across Main Street West in front of City Hall from September 28, 1992 to October 5, 1992, with the message **"World Figure Skating Champions Victor Petrenko, Elizabeth Manley, Copps Coliseum November 14"**.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from D. Vivien, agent for Copps Coliseum / H.E.C.F.I. to erect a promotional banner over Main Street West in front of City Hall from September 28, 1992 to October 5, 1992.

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 applied to this application. This application was presented to your Committee because the organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

MP
MJP:

cc: H. Reinhold, Public Works Department

2(c)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 11, 1992
S715-27/S718-75 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Acadia Drive	Parts 3 & 4	Plan 62R-10706
Emperor Avenue	Part 5	Plan 62R-10706
Harbottle Court	Block 13	Plan 62M-699
Fano Drive	Block 31	Plan 62M-644

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Acadia Drive	Parts of Lot 10, Con. 8, (former Township of Barton) designated as Parts 3 & 4, Plan 62R-10706	N/A	To provide access and hook-up between Acadia Drive (as established by By-law No. 90-50) with Acadia Drive soon to be established by subdivision (commonly known as Rymal Square Estates - Phase 2)	S718-75
Emperor Avenue	Part of Lot 10, Con. 8 (former geographic Township of Barton), designated as Part 5, 62R-10706	N/A	To provide final width of Emperor Ave. Ave. on the south side and access to the town house development and soon to be registered plan of subdivision (commonly known as Rymal Square Estates - Phase 2)	S718-75

Cont'd .....

BACKGROUND ... Cont'd

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Harbottle Court	Block 13, 62M-699	N/A	To provide the hook-up & access between Harbottle Court on Plans 62M-699 & 62R-709	S715-27
Fano Drive	Block 31, 62M-644	N/A	To provide the hook-up and access between Fano Drive on Plan 62M-644 and Fano Drive on a soon to be registered plan of subdivision (commonly known as Rymal Square Estates - Phase 1)	S718-74

/ljm
Encl.

cc: Mr. F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 3 AND 4, PLAN 62R-10706
INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Acadia Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Part of Lot 10, Concession 8, in the former geographic Township of Barton, designated as Parts 3 and 4 on Plan 62R-10706.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 5, PLAN 62R-10706
INTO EMPEROR AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Emperor Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Emperor Avenue.

Part of Lot 10, Concession 8, former geographic Township of Barton, designated as Part 5 on Plan 62R-10706.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Zc Xii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 4, 1992
S705-27/S723-47 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Fairington Crescent	Parts 1 & 3	Plan 62R-10638
Artistic Boulevard	Block 11	Plan 62M-634

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Fairington Crescent	Parts of Lot 27, Con. 2 (former Township of Saltfleet) designated as Parts 1 and 3, on Plan 62R-10638	N/A	To provide access from a soon to be registered plan of subdivision (known as Eastgate Heights Extension) to Fairington Crescent as established by City of Hamilton By-Law No. 92-240 registered as Inst. No. 061256	S705-27
Artistic Boulevard	All of Block 11, Plan 62M-634	N/A	To provide access and hook-up between Paris Avenue, Plan 62M-706 and Artistic Boulevard, Plan 62M-634	S723-47

/ljm
Encl.

cc: Mr. F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 1 AND 3, PLAN 62R-10638 INTO FAIRINGTON CRESCENT

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Fairington Crescent by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton 3enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Fairington Crescent.

Parts of Lot 27, Concession 2, in the former geographic Township of Saltfleet, designated as Parts 1 and 3 on Plan 62R-10638.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE BLOCK 11, PLAN 62M-634 INTO ARTISTIC BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Artistic Boulevard by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton 3enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Artistic Boulevard.

Part of Parcel Reserves -1
Section 62M-634

All of Block 11, Plan 62M-634.

in the City of Hamilton
Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

26(a)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 11
T103-51 J.K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

SCHEDULE 'A'

Council Date: September 29, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
219 Walnut Street	A Frame Entrance to the Bldg. measuring 4.5' x 4.85'	James W. Scott Barrister and Solicitor 1030 Upper James Street Hamilton, Ontario L9C 6X6	$112.00/20.00	T103-50(987)
51 Bristol Street	Wood Steps measuring 0.9'x 3.0'	Leggat, Keesmaat & Dixon Barristers & Solicitors 20 Hughson Street South Hamilton, Ontario L8N 3P6	$112.00/20.00	T103-50 (1015)
280 Queen Street South	Steps measuring 3.0' X 0.73' encroaching on Stanley Ave.	G. W. Wark 26 Spruceside Avenue Hamilton, Ontario L8P 3T3	$112.00/20.00	T103-50 (1017)
151 Ray Street North	Porch measuring 10.25' X 1.35'	J. Landeen 151 Ray Street North Hamilton, Ontario L8R 2Y3	$112.00/20.00	T103-50 (1018)

2(D)(i)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
AUG 14 1992
CITY CLERKS

DATE: 1992 August 10

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of roadway only on Beaverton Avenue - $113,100.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of roadway only on Beaverton Avenue from Upper Sherman Avenue to Acadia Drive.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 22 of the 5th Report of the Transport & Environment Committee and Item 12 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, June 26, 1992, the Ontario Municipal Board's Order No. E920432 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of roadway only on BEAVERTON AVENUE from Upper Sherman Avenue to Acadia Drive, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 22 of the 5th Report of the Transport & Environment Committee on April 14, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 12 of the 9th Report of the Finance & Administration Committee on April 14, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 26th day of June, 1992, issue Order No. E920432 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $113,100.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $81,408.38.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $113,100.00.

2. The share or portion of the estimated cost of the works in the amount of $81,408.38 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $81,408.38;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Senior Director of Roads is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 22, April 14
(1992) 9 R.F.A.C. 12, April 14

SCHEDULE "A"

The construction of roadway only on BEAVERTON AVENUE from Upper Sheman Avenue to Acadia Drive at the costs not exceeding those set out below:

City's Share	$ 31,691.62
Owners' Share	81,408.38
TOTAL ESTIMATED COST	$113,100.00
Estimated Cost per metre frontage	$ 223.00

Fifteen (15) annual instalments

2 (D)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalk and curb on Carling Street - $17,500.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalk and curb on Carling Street from Macklin Street to approx. 98m easterly.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on April 14, 1992, in adopting Item 23 of the 5th Report of the Transport & Environment Committee and Item 11 of the 9th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Monday, August 10, 1992, the Ontario Municipal Board's Order No. E920298 was granted.

:sr
Att.

No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements of a combined concrete sidewalk and curb on the south side of CARLING STREET from Macklin Street to approx. 98m easterly, as described in Schedule "A";

2. The special assessment to pay a portion of the cost upon petition made under Section 11 of The Local Improvement Act;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Director of Public Works.

WHEREAS a petition has been received to construct as local improvements the works hereinafter described;

AND WHEREAS the City Clerk has certified as to the sufficiency of the said petition;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 23 of the 5th Report of the Transport & Environment Committee and Item 11 of the 9th Report of the Finance & Administration Committee on April 1, 1992;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 10th day of August, 1992, issue Order No. E920298 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of a combined concrete sidewalk and curb on the south side of Carling Street from Macklin Street to approx. 98m easterly, and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $10,225.68 for this purpose.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $17,500.00.

2. The share or portion of the estimated cost of the works in the amount of $10,225.68 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $10,255.68; and,

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Director of Public Works is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 5 R.T.E.C. 23, April 14
(1992) 9 R.F.A.C. 11, April 14

SCHEDULE 'A'

The Construction of a combined concrete sidewalk and curb on the south side of CARLING STREET from Macklin Street to approx. 98m easterly at the cost not exceeding those set out below:

City's Share	$ 7,274.32
Owners' Share	10,225.68
Total Estimated cost	$17,500.00

Estimated Cost per metre frontage	$ 137.00

Fifteen (15) annual instalments

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 14

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

RECEIVED
SEP 14 1992
CITY CLERKS

SUBJECT: **Offer to Purchase to Bell Canada**
Part of 49 Stone Church Road West, Hamilton

RECOMMENDATION:

a) That an Offer to Purchase, duly executed by the Purchaser Bell Canada (J.A. Edgar, Operations Manager, Real Estate) on August 28, 1992 and scheduled to close on or before November 23, 1992, for the lands described as part of Lot 15, Concession 8, in the former Township of Barton, being a parcel of land having a frontage of 20.72 metres (67.98 feet) more or less, along the southern limit of Stone Church Road West having a depth of 40.619 metres (133.264 feet) more or less, comprising an area of 839.68 square metres (9,038.53 square feet) more or less, shown as Part 2 and Part 3 on Plan 62R-11999; more particularly known as part of 49 Stone Church Road West. Part 2, 62R-11999 will be subject to a right-of-way (for City access to Parts 4 and 5, 62R-11999) in favour of the City of Hamilton, to be registered at the time of closing of this sale, be approved and completed and the funds derived from this sale of $80,000.00 be credited to Account Number CH 4X501 00102 (Reserve for Property Purchases).

b) That a deposit cheque in the amount of $5,400.00 be held by the City Treasurer pending Council approval.

c) That the Mayor and the City Clerk be authorized and directed to execute the necessary documents.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

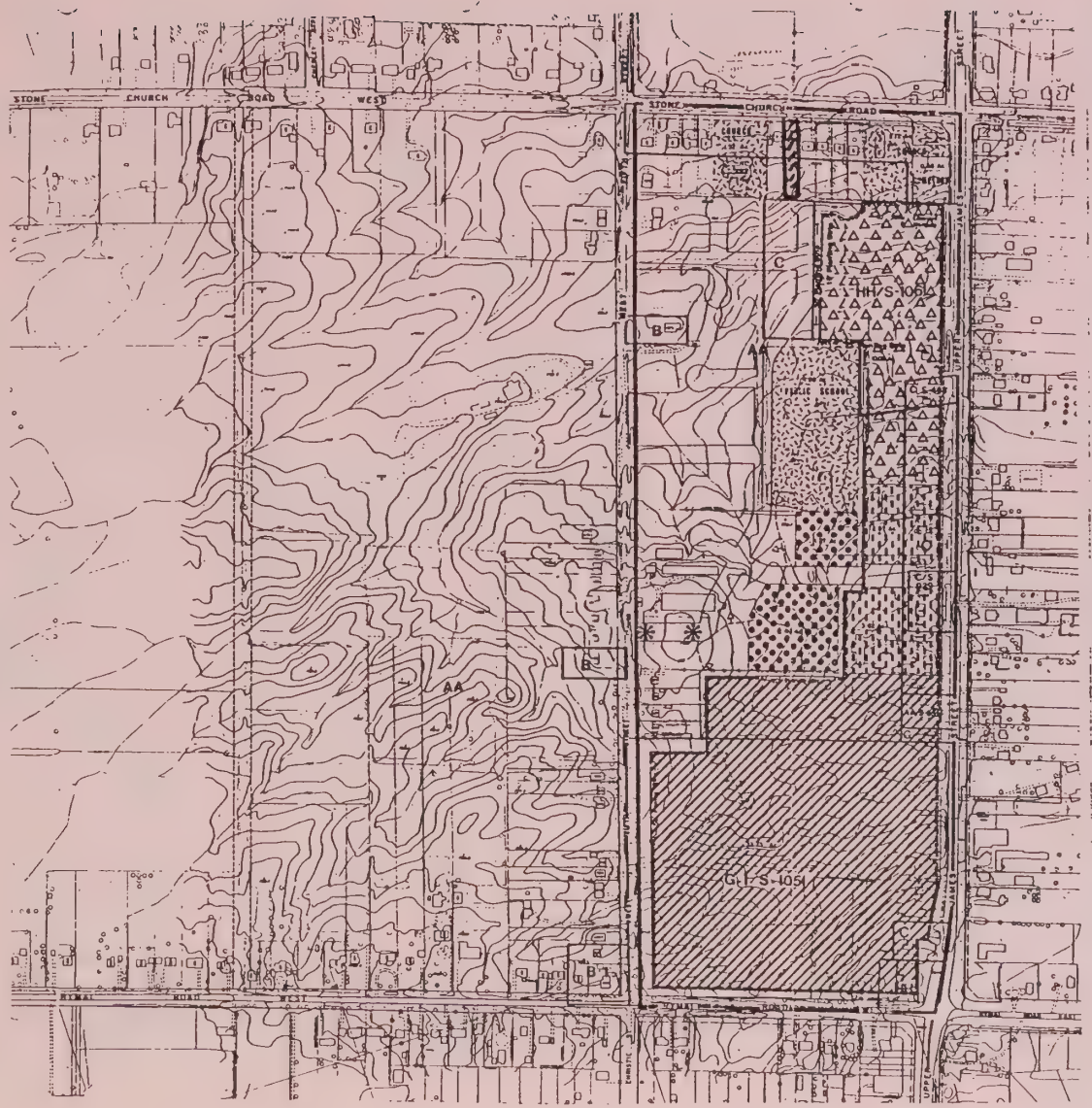
BACKGROUND:

The subject property was conveyed to the City in the early 1960's through annexation of Barton Township. The approved plan for Mewburn (East) does not indicate this parcel for roadway purposes. When circulated no City or Regional Departments had any interest in this surplus parcel. Bell Canada intends to build a phone switching station to service this area of the south-west mountain. Part 1 on Plan 62R-11999 will be conveyed on or before the closing of this transaction by the City of Hamilton to the Regional Municipality of Hamilton-Wentworth for the future widening of Stone Church Road West.

VDP/nw
Attach.

c.c. P. Noé Johnson, City Solicitor
A. Ross, Treasurer
L. MacNeil, Property Clerk, Surveys

(1.3.265)



Note: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LEGEND :

- CITY OF HAMILTON EXISTING PARK LAND SITE
- BOARD OF EDUCATION FOR THE CITY OF HAMILTON EXISTING SCHOOL SITE
- LIMIT OF DRINAGE AREA
- AREA SUBJECT TO URBAN DESIGN GUIDELINES
- ** LOCATION OF PROPOSED ROAD DEFERRED

EXISTING POPULATION (1985) 166

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial and apartments

- COMMERCIAL
- COMM. RETAIL WAREHOUSE
- NEIGH'D COMMERCIAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- CIVIC & INSTITUTIONAL

- Neighbourhood Boundary
- Zoning Boundary

Approvals

Planning Committee JUNE 24, 1987 Council JULY 28, 1987

Latest Revision Date FEBRUARY 08, 1994

CITY OF HAMILTON

Planning Department

MEWBURN (EAST)

APPROVED PLAN

NORTH

SCALE 0 50m 100m

101

OFFER TO PURCHASE

I/We **BELL CANADA** of the City of Don Mills

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of Part of Lot 15, Concession 8, in the former Township of Barton, being a parcel of land having a frontage of 20.72 metres (67.98 feet) more or less, along the southern limit of Stone Church Road West having a depth of 40.619 metres (133.264 feet) more or less, comprising an area of 839.68 square metres (9,038.53 square feet) more or less, shown as Part 2 and Part 3 on Plan 62R-11999, more particularly known as Part of 49 Stone Church Road West. Part 2, 62R-11999 will be subject to a Right-of-Way (for City access to Parts 4 and 5, 62R-11999) in favour of the City of Hamilton, to be registered at the time of closing of this sale.

at the price of EIGHTY THOUSAND----------DOLLARS ($80,000) of lawful money of Canada, payable as follows:-

(a) A deposit of FIVE THOUSAND FOUR HUNDRED----------DOLLARS ($5,400) by certified cheque payable to the Vendor.

(b) The balance of the purchase price namely SEVENTY-FOUR THOUSAND SIX HUNDRED----------DOLLARS ($74,600) with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 6th day of October 1992, by a letter mailed or delivered to the Purchaser at c/o Bell Canada, John McLean, 12 Concord Place, Don Mills, Ontario, M3C 3R8.

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants, provided that the same do not prevent the Purchaser from using the premises for telecommunication purposes.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty (30) days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall close on or before the 23rd day of November 1992.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, provided that the same do not prevent the Purchaser from using the premises for telecommunication purposes, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

16. **The City makes no representation, warranty, condition either express or implied as to soil conditions, utilities, fitness for purpose of zoning and building by-laws. The Purchaser shall inspect the property and shall satisfy himself in respect of such matters prior to submitting this Offer.**

17. **It is understood that the lot is being sold as an unserviced lot exclusive of Regional lot levies, City lot levies, the 5% park dedication, and the concrete approach. These costs, if applicable, are the responsibility of the Purchaser.**

18. **the purchase price of the Land does not include Federal Goods and Services Tax (G.S.T.) that may be payable to the Purchaser in respect of the purchase of the Land pursuant to the Federal Goods and Services Tax legislation (Bill C-62).**

19. **The Purchaser agrees that the Offer to Purchase and any and/or all of its terms and conditions shall not merge on the closing of this transaction or upon the registration of a deed on title, but shall survive after the closing.**

20. **The lands shown as Part 1 on Plan 62R-11999 will be conveyed on or before the closing of this transactio by the City of Hamilton to the Regional Municipality of Hamilton-Wentworth for the widening of Stone Church Road West.**

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at North York this 28th day of August 19 92

BELL CANADA

SIGNED, SEALED AND DELIVERED)
in the presence of)
)
)
)
)
)
)

J. A. EDGAR
OPRNS. MGR. - R.E. (ASSET MANAGEMENT)

_____(Seal)

_____(Seal)

_____(Seal)

BELL CANADA
Approved as to terms and conditions.
Real Estate Department

BELL CANADA
Approved as to Legal Form
Law Dept. Ontario Region

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

92/04/16

METRIC DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

SCHEDULE				
PART	INSTRUMENT NO	LOT	CONCESSION	AREA
1	48068 BAR	15	8	0.005 ha
2				0.012 ha
3				0.072 ha
4				0.072 ha
5				0.014 ha

PLAN 62R-11999

RECEIVED AND DEPOSITED

DATE 1991 11 29

Ann Fleming SDRT

LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (62)

RECEIVED THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT

DATE Nov. 27/1991

K. M. LAU, O.L.S.
MANAGER OF LEGAL SURVEYS

CAUTION
THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT

REGIONAL ROAD No. 116

ROAD ALLOWANCE BETWEEN CONCESSIONS 7 AND 8

STONE CHURCH ROAD

WEST 5th STREET

UPPER JAMES STREET
(FORMERLY THE KING HIGHWAY No. 1
TRANSFERRED TO PLAN 1 OF MAY 1)
REGIONAL ROAD No. 106

ROAD ALLOWANCE BETWEEN LOTS 14 AND 15

NORTHEAST CORNER OF LOT 15 CONCESSION 8

N 70° 24' 00"W (REFERENCE BEARING)

3.048 DEED & SET

(20.117 DEED)
20.760 MEAS

174.471 MEAS

174.456 DEED 1

18.288 DEED 1 AND MEAS

18.292 MEAS

18.288 DEED 2

18.300 MEAS

18.291 MEAS

N70° 24' 00"W 20.736

17.720
20.720
N70° 24' 00"W

PART 1

PART 2

PART 3

PART 4

PART 5

No. 53 FRAME BUILDING

No 47 FRAME BUILDING

N19° 13' 10"E

N19° 40' 00"E MEAS

R-15.000
A-20.819
C-19.188
S68° 43' 30"E

20.405
N71° 36' 50"W

20.073 MEAS
N70° 48' 00"W MEAS

PART 1
PART 2
62R-10651

PART 1
PLAN 62R-9383

SURVEYOR'S CERTIFICATE

PLAN OF SURVEY
OF
PART OF LOT 15
CONCESSION 8
IN THE
GEOGRAPHIC TOWNSHIP OF BARTON
NOW IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

SCALE · 1 500

5 0 5 10 20 30 40 50 m

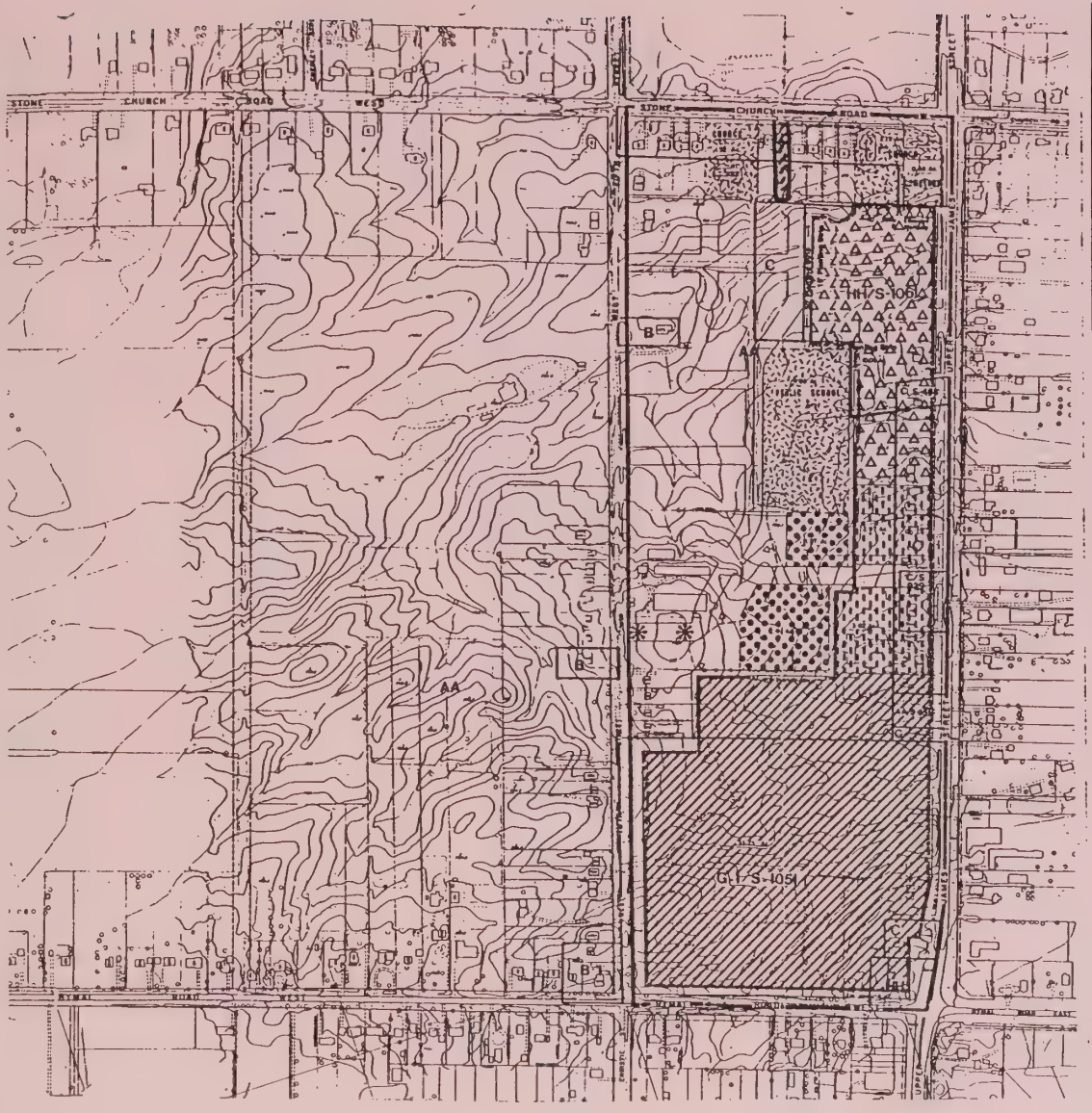
KIN M LAU ONTARIO LAND SURVEYOR
1991

NOTE

BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE ONTARIO CO ORDINATE SYSTEM ZONE 10 CENTRAL MERIDIAN 79° 30 W LONGITUDE AND DERIVED FROM MONUMENTS

00164343	4 785541.459	272145.946
00164342	4 785028.744	272999.747

DEED DENOTES INST 48068BAR
DEED 1 DENOTES INST 61291/1991
DEED 2 DENOTES INST 47[illegible]/1990



Note: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LEGEND :

- CITY OF HAMILTON EXISTING PARK LAND SITE
- BOARD OF EDUCATION FOR THE CITY OF HAMILTON EXISTING SCHOOL SITE
- LIMIT OF DRINAGE AREA
- AREA SUBJECT TO URBAN DESIGN GUIDELINES
- ** LOCATION OF PROPOSED ROAD DEFERRED

EXISTING POPULATION (1985) 166

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial and apartments

- COMMERCIAL
- COMM. RETAIL WAREHOUSE
- NEIGH'D COMMERCIAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES
- CIVIC & INSTITUTIONAL

- Neighbourhood Boundary
- Zoning Boundary

Approvals

Planning Committee JUNE 24, 1987 Council JULY 28, 1987

Latest Revision Date FEBRUARY 08, 1988

CITY OF HAMILTON

Planning Department

MEWBURN (EAST)

APPROVED PLAN

NORTH

SCALE 100m 50m

101

2(F)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo,
Director of Public Works

SUBJECT: Petitions Against/Local Improvement Projects
1)Upper Paradise Road, West Side from Stone Church Road to Approximately 138m Southerly
2)Limeridge Road, North Side from 400m East of Upper Wellington Street to Approximately 127m Easterly

RECOMMENDATION:

That the construction of independent concrete sidewalks on Upper Paradise Road west side from Stone Church Road to approximately 138m southerly and Limeridge Road north side from 400m east of Upper Wellington Street to approximately 127m easterly not be proceeded with.

D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1992 May 12 and 1992 July 28, City Council in adopting Item 25 of the 6th Report of the Transport and Environment Committee and Item 34A of the 8th Report of the Transport and Environment Committee respectively, approved the initiation under Section 12 of the Local Improvement Act of the construction of independent concrete sidewalks on the west side of Upper Paradise Road from Stone Church Road to approximately 138m southerly and on the north side of Limeridge Road from approximately 400m east of Upper Wellington Street to approximately 127m easterly.

...../2

The City Clerk has advised that sufficiently signed petitions against have been received for these projects. Therefore, we recommend these projects not proceed.

JP:bk

cc: Mr. A. Ross, City Treasurer
Treasury Department
ATTN: Mr. G. Keith, Senior Accounting Clerk I

Mr. D. Y. Onishi, Director
Design and Construction
Regional Roads Department

2(F)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo,
Director of Public Works

SUBJECT: Proposed Construction of Independent Concrete Walk East Side of Upper Sherman Avenue Approximately 35m North of Limeridge Road East to Approximately 26m Northerly

RECOMMENDATION:

a) That the construction of an independent concrete sidewalk on the east side of Upper Sherman Avenue approximately 35m north of Limeridge Road East to approximately 26m northerly proceed as a Local Improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of six thousand, two hundred dollars ($6,200.) as provided in the 1992 portion of the 1992-2001 Capital Budget with a City's share of four thousand, one hundred and two dollars and forty cents ($4,102.40) and an Owner's share of two thousand and ninety-seven dollars and sixty cents ($2,097.60); and,

b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital project; and,

c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

D. Lobo.

Mr. D. Lobo,
Director of Public Works

...../2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in 1992-2001 Capital Budget.

The approval of these works will reduce the balance available in the City's share to four hundred and thirty-eight thousand, nine hundred and forty-seven dollars and sixty-six cents ($438,947.66) and the Owner's share to five hundred and thirty-four thousand, four hundred and ninety-two dollars and thirty-four cents ($534,492.34).

BACKGROUND:

We are in receipt of a sufficiently signed petition from the abutting owners requesting a concrete walk on the east side of Upper Sherman Avenue from approximately 35m north of Limeridge Road East to approximately 26m northerly.

The location of the proposed project is shown on the attached plan.

JP:bk
Attch.

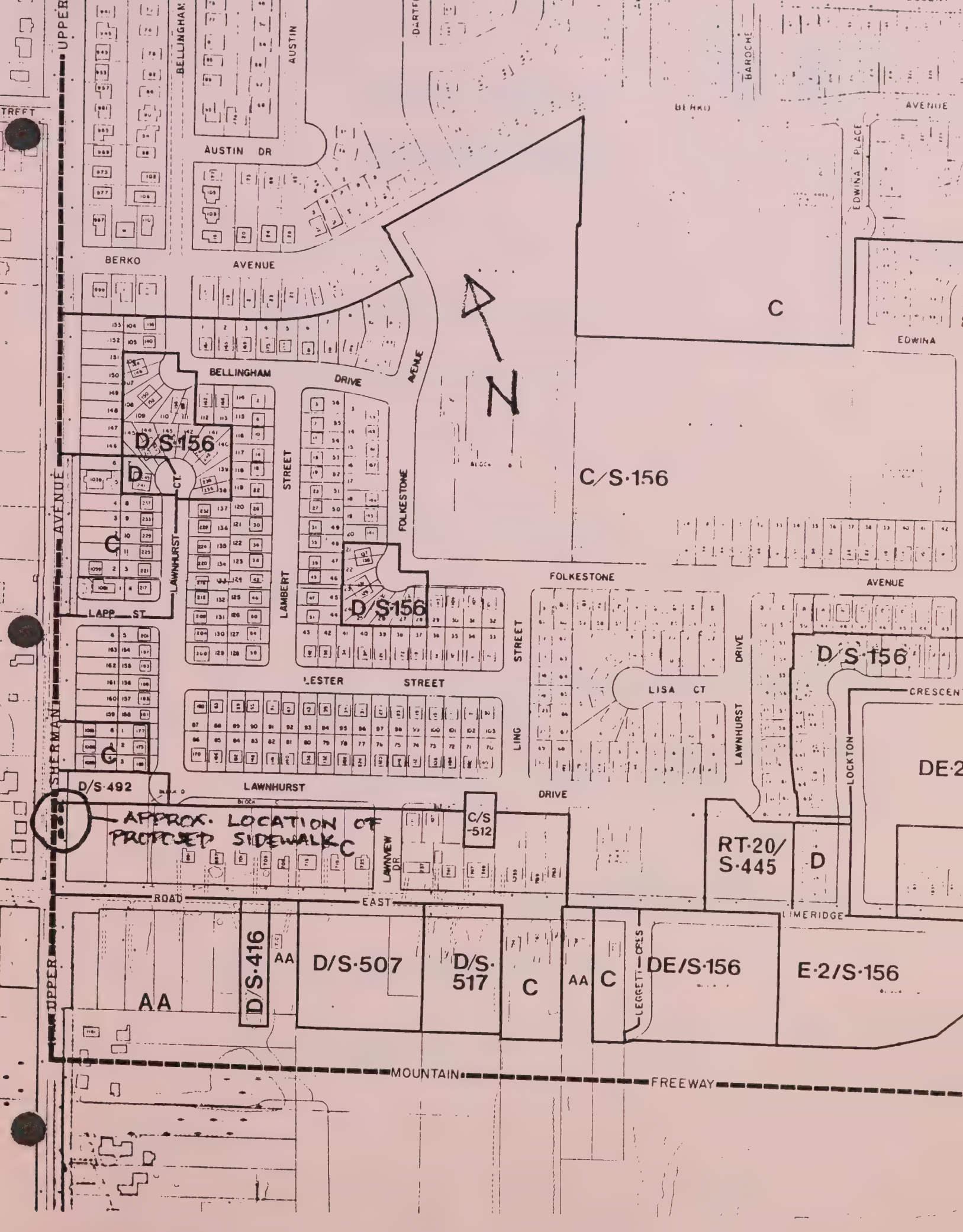
cc: Mr. A. Ross, City Treasurer
Treasury Department
ATTN: Mr. G. Keith, Senior Accounting Clerk I

Ms. P. Noe Johnson, City Solicitor
Law Department

Mr. G. Lawson, Commissioner
Regional Finance Department

Mr. V. Abraham, Director
of Local Planning
Planning and Development Department

Mrs. S. Reeder, Secretary
Finance and Administration Committee


AUSTIN DR
BERKO
AVENUE
BELLINGHAM
DRIVE
D/S-156
C/S-156
C
FOLKESTONE
AVENUE
LAMBERT
STREET
LAWNHURST
LAPP ST
LESTER
STREET
LISA CT
DRIVE
D/S-492
LAWNHURST
DRIVE
APPROX. LOCATION OF PROPOSED SIDEWALK
C/S-512
LAWNVIEW DR
RT-20/S-445
D
ROAD
EAST
LIMERIDGE
D/S-416
AA
D/S-507
D/S-517
C
AA
C
DE/S-156
E-2/S-156
MOUNTAIN
FREEWAY
EDWINA PLACE
EDWINA
LOCKTON
CRESCENT
DE-2

24-(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 16

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Air Waste Management Association
1992 October 4 to October 6, Orillia, Ontario

RECOMMENDATION:

(a) That the Chairperson or his designate be authorized to attend the Air Waste Management Association Annual Fall Meeting 1992 October 4 to October 6, Orillia, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline available in the City Clerk's Department.

2G.(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 16

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Environmental Solutions for Canadian Industry,
1992 October 20 to October 22, Toronto, Ontario

RECOMMENDATION:

(a) That the Chairperson or his designate be authorized to attend the Environmental Solutions for Canadian Industry Conference, 1992 October 20 to October 22, Toronto, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account
No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline available in the City Clerk's Department.

24.(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 16

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Ontario Traffic Conference Workshop,
1992 October 25 to October 26, Cobourg, Ontario

RECOMMENDATION:

(a) That the Chairperson or his designate be authorized to attend the Ontario Traffic Conference Workshop, 1992 October 25 to October 26, Cobourg, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account
No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline available in the City Clerk's Department.

2 G(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 16

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Seventh Canadian Environmental Government Affairs Seminar
1992 November 9 to November 10, Ottawa, Ontario.

RECOMMENDATION:

(a) That the Chairperson or his designate be authorized to attend the Seventh Canadian Environmental Government Affairs Seminar, 1992 November 9 to November 10, Ottawa, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account
No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline available in the City Clerk's Department.

3(a)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 September 11
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

Decontamination of PCBs by PPM Canada Inc for J I Case, 450 Sherman Avenue North Hamilton, Ontario

RECOMMENDATION:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for J I Case at 450 Sherman Avenue North, Hamilton, Ontario.

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Decontamination of PCBs by PPM Canada Inc for J I Case, 450 Sherman Avenue North Hamilton, Ontario

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from PPM Canada Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 450 Sherman Avenue North, Hamilton, Ontario. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

J I Case has hired PPM Canada to carry out on-site PCB decontamination of 5 455 litres of contaminated mineral oil with an average PCB range of 160 ppm. The facility is located in a heavy Industrial zone well removed from residential areas.

The PCB destruction technology and procedures to be used by PPM Canada at the J I Case location has been fully approved by the Ministry of the Environment (Approval No. A840288, October 22, 1991).

The mode of operation proposed by PPM Canada Inc. consists of circulating the oil from drums through their mobile dechlorination equipment. The cleansed oil will then be taken to a MOE licensed waste oil recycler. All oil will be decontaminated to less than 2 parts per million. In total 5 445 litres of mineral oil, with an average of PCB contamination of 200 ppm will be decontaminated. According to MOE regulations, material which contains grater than 50 ppm PCBs is classified as a PCB waste.

The byproduct of the PPM Canada Inc. process will consist of approximately 5 445 litres of waste oil and 1/4 drum of contaminated solids. This material will be delivered to an MOE licensed facility namely Safety Clean, in Breslau, Ontario. If any waste is generated it will be placed in a drum, and put into the customer's 11/82 storage site.

No specific Municipal or Regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on J I Case property.

Under MOE Regulation 148/86, governing PCBs, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to PPM Canada Inc. proposal has scheduled the work to be carried out during a one week period from September 1, 1992 to September 7, 1992, however the work will not commence until the MOE approval has been received. PPM's detailed application is available at the Clerks Department for review.

CR/

3(b)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 September 11
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

Decontamination of PCBs by PPM Canada Inc for Union Drawn Steel Company Ltd., 1350 Burlington St. E, Hamilton, Ontario

RECOMMENDATION:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Union Drawn Steel Company Ltd., at 1350 Burlington Street E., Hamilton, Ontario;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

Halliday

P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Decontamination of PCBs by PPM Canada Inc for Union Drawn Steel Company Ltd., 1350 Burlington St. E, Hamilton, Ontario

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from PPM Canada Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 1350 Burlington Street E., Hamilton, Ontario. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Union Drawn Steel Company Ltd. has hired PPM Canada to carry out on-site PCB decontamination of 1 227 litres of contaminated mineral oil with an average PCB range of 160 ppm. The facility is located in a heavy Industrial zone well removed from residential areas.

The PCB destruction technology and procedures to be used by PPM Canada at the Union Drawn Steel location has been fully approved by the Ministry of the Environment (Approval No. A840288, October 22, 1991).

The mode of operation proposed by PPM Canada Inc. consists of circulating the oil from drums through their mobile dechlorination equipment. The cleansed oil will then be taken to a MOE licensed waste oil recycler. All oil will be decontaminated to less than 2 parts per million. In total 1 227 litres of mineral oil, with an average of PCB contamination of 160 ppm will be decontaminated. According to MOE regulations, material which contains grater than 50 ppm PCBs is classified as a PCB waste.

The byproduct of the PPM Canada Inc. process will consist of approximately 1 227 litres of waste oil and 1/4 drum of contaminated solids. This material will be delivered to an MOE licensed facility namely Safety Clean, in Breslau, Ontario. If any waste is generated it will be placed in a drum, and put into the customer's 11/82 storage site.

No specific Municipal or Regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on Union Drawn Steel property.

Under MOE regulation 148/86, governing PCBs, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to PPM Canada Inc. proposal has scheduled the work to be carried out during a one week period from September 1, 1992 to September 7, 1992, however the work will not commence until the MOE approval has been received.

CR

3(c)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: 1992 September 11
E308-02C C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

Decontamination of PCBs by PPM Canada Inc for Hamilton Hydro-Electric System at 450 Nebo Road, Hamilton, Ontario

RECOMMENDATION:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Hamilton Hydro-Electric System, 450 Nebo Road, Hamilton, Ontario;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the MOE be waived so that the proposed work can be carried out as scheduled;

(c) That no specific permits are required for the proposed work.

P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Decontamination of PCBs by PPM Canada Inc for Hamilton Hydro-Electric System at 450 Nebo Road, Hamilton, Ontario

BACKGROUND:

The West Central Office of the Ministry of the Environment (MOE) has received an application from PPM Canada Inc. for a Certificate of Approval to operate a Class 2 Mobile Destruction Site at 450 Nebo Road, Hamilton, Ontario. The MOE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Hamilton Hydro-Electric System has hired PPM Canada to carry out on-site PCB decontamination of 27 412 litres of contaminated mineral oil with an average PCB range of 1000 ppm. The facility is located in a prestige industrial zone well removed from residential areas.

The PCB destruction technology and procedures to be used by PPM Canada at the Hamilton Hydro-Electric location has been fully approved by the Ministry of the Environment (Approval No. A840288, October 22, 1991).

The mode of operation proposed by PPM Canada Inc. consists of circulating the oil from drums through their mobile dechlorination equipment. The cleansed oil will then be taken to a MOE licensed waste oil recycler. All oil will be decontaminated to less than 2 parts per million. In total 27 412 litres of mineral oil, with an average of PCB contamination of 1 000 ppm will be decontaminated. According to MOE regulations, material which contains greater than 50 ppm PCBs is classified as a PCB waste.

The byproduct of the PPM Canada Inc. process will consist of approximately 27 412 litres of waste oil and 1/4 drum of contaminated solids. This material will be delivered to an MOE licensed facility namely Safety Clean, in Breslau, Ontario. If any waste is generated it will be placed in a drum, and put into the customer's 11/82 storage site.

No specific Municipal or Regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on Hamilton Hydro-Electric property.

Under MOE regulation 148/86, governing PCBs, the Ministry is required to notify the City of Hamilton of the proposed work once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City of Hamilton may waive this 30 day notification period if the Municipality considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to PPM Canada Inc. proposal has scheduled the work to be carried out during a one week period from November 1, 1992 to November 8, 1992, however the work will not commence until the MOE approval has been received. PPM's application is available at the Clerks Department for review.

CR/

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 11
S703-77 M.J. Inrig
S718-78 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Servicing Expenditures Related to Subdivisions

RECOMMENDATION:

a) i) That the portion of Item 35 of the Transport and Environment Committee Report 8-92 adopted by City Council on 1992 July 28, which refers to the approval of engineering schedules for **"CLAUDETTE GARDENS - PHASE 1", HAMILTON** be deleted.

ii) That the submitted schedule of works be adopted for inclusion in the subdivision agreement with the Owners for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE 1", HAMILTON

City's Share - $NIL, Owner's Share - $190,768.88

iii) That approval of the above noted clause be subject to the condition that no work has commenced on the installation of services except as provided for in section "(iv)" below.

iv) That in the event the Owners wish to proceed prior to registration of the Final Plan of Subdivision and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for preservicing.

v) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement with the Owners of "Claudette Gardens - Phase 1", Hamilton.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

vi) That the City of Hamilton grant a 6.0 metre wide sewer easement to the Region over Part 5 as shown on the draft reference plan prepared by MacKay, MacKay and Peters Limited, Ontario Land Surveyors, in order to provide for sewer installations over a portion of City owned parklands in connection with "Rymal Square Estates - Phase 3" in the Butler Neighbourhood.

vii) That the Mayor and the City Clerk be authorized and directed to execute the necessary documents to transfer the required sewer easement from the City of Hamilton to the Region for sewers being installed under "Rymal Square Estates - Phase 3", Hamilton.

per E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with this report.

BACKGROUND:

CLAUDETTE GARDENS - PHASE 1

On October 9, 1990, City Council approved a recommendation to enter into a subdivision agreement with the Owners of Claudette Gardens. Claudette Gardens - Phase 1 is a smaller phase of the original approved draft plan.

City Council has previously approved engineering schedules for Claudette Gardens - Phase 1. However, the Owners (Adisco Limited) have revised Phase 1 of the subdivision by reducing the number of lots from forty-eight (48) small single family lots to eighteen (18) small single family lots. As a result, revised engineering schedules have been prepared to reflect the revised subdivision plan.

Claudette Gardens - Phase 1 subdivision is located on the west side of Garth Street, north of Rymal Road West in the Falkirk East Planning Neighbourhood.

Cont'd...

1992 Servicing Expenditures Related to Subdivisions

Cont'd...

RYMAL SQUARE ESTATES - PHASE 3

The developer, Rymal Square Developments Inc., will be constructing storm and sanitary sewers over lands owned by the City of Hamilton in connection with the development of this subdivision in the near future. Schedules of Works have been previously approved by the City of Hamilton for this subdivision. The originally approved neighbourhood plan provided for a roadway to be constructed over the Ontario Hydro corridor and along the boundary between the Developers lands and City owned parklands. Both parties would have been required to provide lands for one half of the roadway. Recently the neighbourhood plan was revised by eliminating the roads in this area. Therefore, easements will now be required because the sewers are still required to be installed within the lands that were originally designated as roadways.

In order to provide an outlet for storm and sanitary sewers for the proposed residential development, a portion of the sewers must cross the City owned parklands. It will now be necessary for the City to grant to the Region a 6.0 metre sewer easement over a portion of the City lands known as Part 5 as shown on the draft reference plan prepared by MacKay, MacKay and Peters Limited, Ontario Land Surveyors, (see attached) for the construction and maintenance of these services. The Developer will also be providing the Region with a 6.0 metre easement over a portion of his lands to fulfil the complete easement requirements.

The lands of Rymal Square Estates - Phase 3 are located north of Rymal Road East east of Upper Wentworth Street in the Butler Neighbourhood.

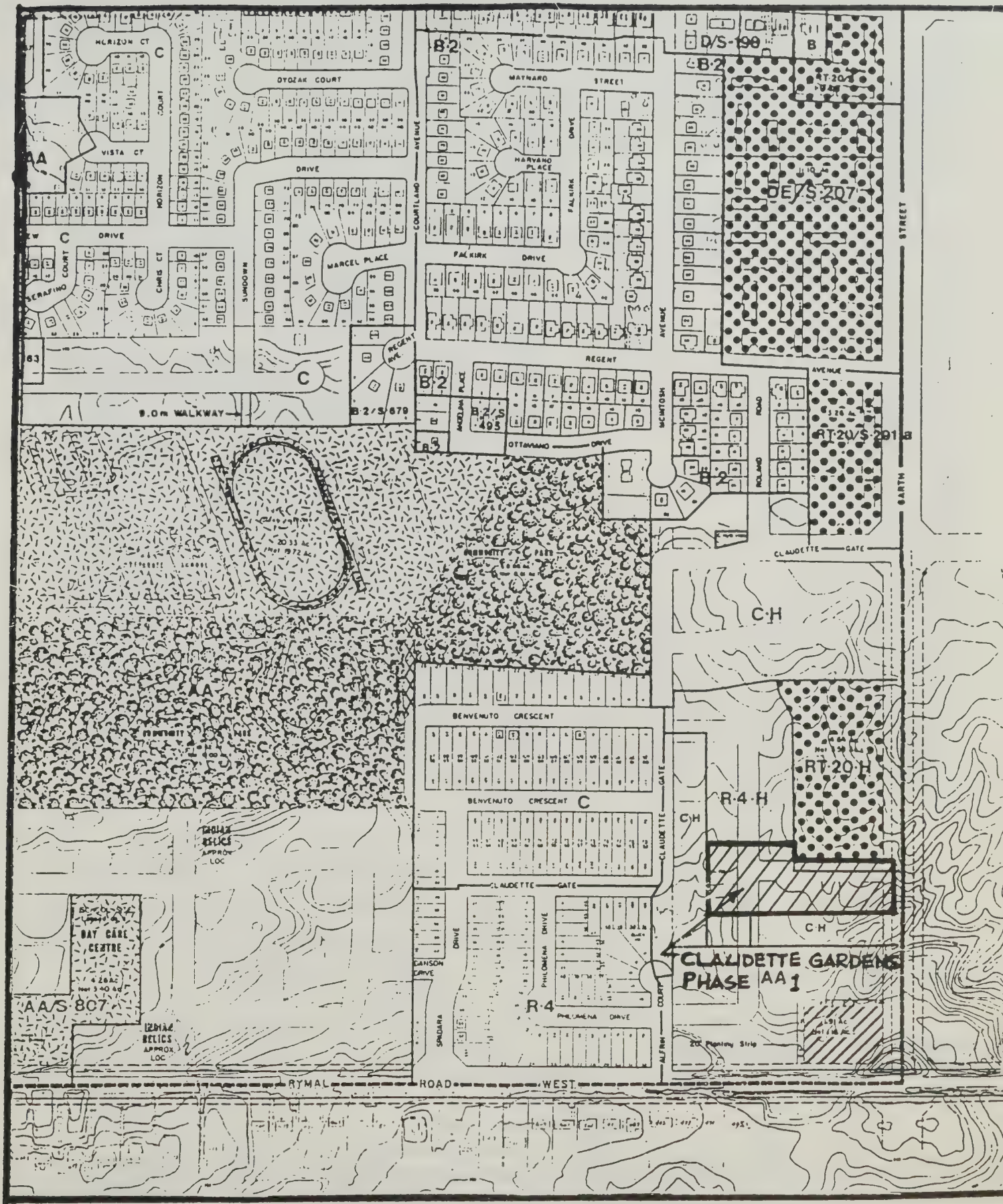
MJI/PS/md

cc: D. Cobb, City Treasury Department
cc: P. Noe Johnson, City Law Department

1992 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
- CLAUDETTE GARDENS PHASE 1	18 Lots Hamilton	Item 8 P&D 17-90	Catch Basins & Connections	$0.00	$0.00			
- ADISCO LIMITED		90-10-09	Curbs & Sidewalks	$0.00	$0.00			
- Urbex Engineering Ltd.			Finished Roads	$0.00	$0.00			
- J. P. Wooley, O.L.S.			Dead End Barricade	$0.00	$0.00			
(Dept File: S703-77)			Street Lighting	$0.00	$0.00	$0.00	$190,768.88	$190,768.88
TOTALS:				$0.00	$0.00	$0.00	$190,768.88	$190,768.88

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



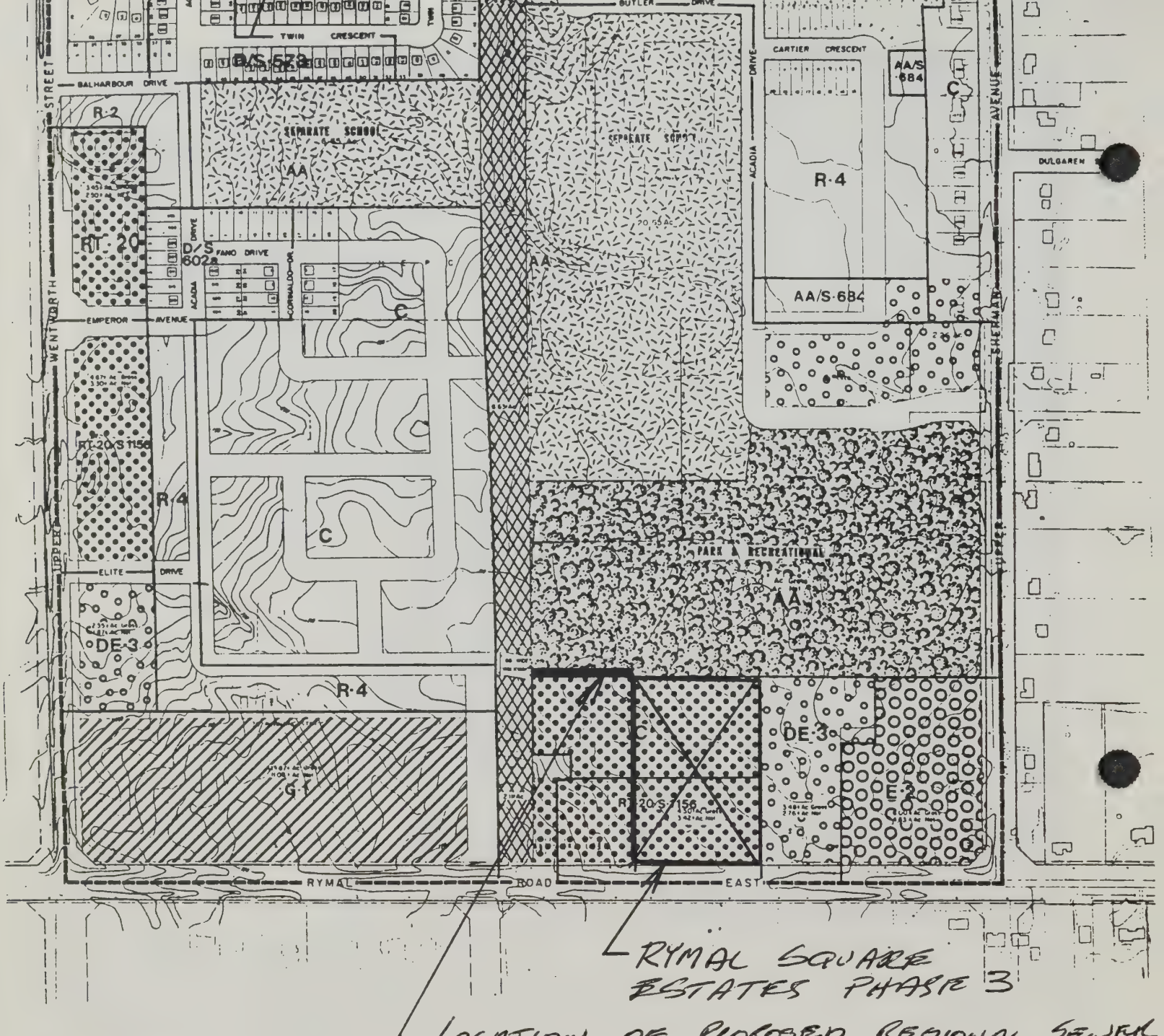
KEY PLAN

NTS

NORTH

FALKIRK EAST

APPROVED PLAN



RYMAL SQUARE ESTATES PHASE 3

LOCATION OF PROPOSED REGIONAL SEWER EASEMENT OVER CITY LANDS

REVISED NEIGHBOURHOOD PLAN.

This is a GUIDE PLAN only and is subject to change. ails contact the local planning division of the Regional ality of Hamilton-Wentworth.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL

---- Neighbourhood Boundary

——— Zoning Boundary

Approvals

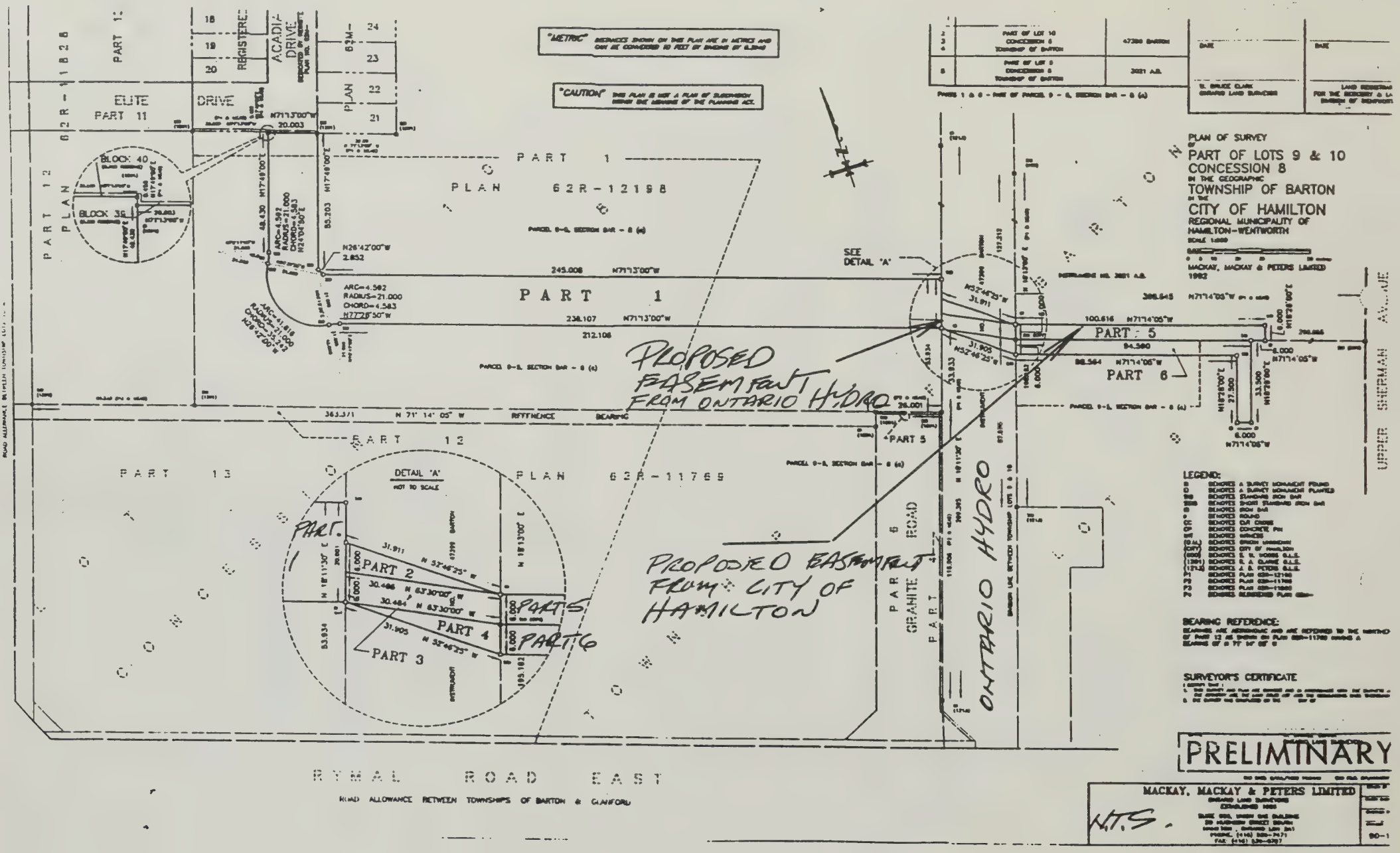
Planning Committee April 28,1976 Council June 29,1976

Latest Revision Date - MARCH 24,1982

CITY OF HAMILTON
PLANNING DEPARTMENT

BUTLER

APPROVED PLAN


"METRIC" DISTANCES SHOWN ON THIS PLAN ARE IN METRICS AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048
"CAUTION" THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT.
PLAN OF SURVEY OF PART OF LOTS 9 & 10 CONCESSION 8 IN THE GEOGRAPHIC TOWNSHIP OF BARTON IN THE CITY OF HAMILTON REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
MACKAY, MACKAY & PETERS LIMITED 1992
PART 1 PLAN 62R-12198
PART 1
PART 5
PART 6
PART 2
PART 3
PART 4
PART 5
PART 6
PROPOSED EASEMENT FROM ONTARIO HYDRO
PROPOSED EASEMENT FROM CITY OF HAMILTON
ONTARIO HYDRO
PART 12 PLAN 62R-11828
PART 13 PLAN 62R-11765
PART 11 ELITE DRIVE
REGISTERED PLAN 62M-
ACADIA DRIVE
BLOCK 40
BLOCK 39
SEE DETAIL 'A'
DETAIL 'A' NOT TO SCALE
PART 5 ROAD
GRANITE
UPPER SHERMAN AVENUE
RYMAL ROAD EAST
ROAD ALLOWANCE BETWEEN TOWNSHIPS OF BARTON & GLANFORD
LEGEND:
BEARING REFERENCE:
SURVEYOR'S CERTIFICATE
PRELIMINARY
MACKAY, MACKAY & PETERS LIMITED
H.T.S.

3(e)

CITY OF HAMILTON

-RECOMMENDATION-

DATE: September 16, 1992
E308-01 C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P.J. Halliday, Senior Director
Environmental Services Department

SUBJECT:

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment (MOE) be advised that the City of Hamilton has no objection to CleanSoils Limited establishing the proposed waste disposal (processing) site at Pier 26 - Hamilton Harbour East Port Development in Hamilton, Ontario provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City of Hamilton and Regional By-Laws are complied with fully.

b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the MOE for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

Halliday.

P.J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:

The West Central Region of the Ministry of the Environment (MOE) has received an application from CleanSoils Limited for the Certificate of Approval for a Waste Disposal Site - Processing to be located at Pier 26, Hamilton Harbour, East Port Development. The company has requested approval to decontaminate soils contaminated with petroleum hydrocarbons using two Thermal Desorber Units. The MOE invited the City of Hamilton to comment on the proposal in its letter to the City Clerk, dated June 16, 1992.

A report on the application was tabled at the August 17, 1992 meeting of the Transport and Environment Committee at the request of the proponent.

CleanSoils Limited is proposing to conduct its soil recycling operation on Pier 26 of Hamilton Harbour lands. The site is on approximately 8 acres of land created with dredged material from the Hamilton Harbour, and includes a six foot high perimeter chain link fence with gates. The site which is currently vacant, has a soil base which is chemically consistent with the harbour

CleanSoils will be establishing a fixed base processing centre for recycling petroleum contaminated soils into usable fill and roadway material. The facility will deal only with nonhazardous solid materials. CleanSoils cannot handle hazardous materials and generally only deals with gasoline and No. 2 fuel oil contaminated soil. An average of 500 to 1,000 tons of soil will be accepted and processed per day depending on the time of year and market conditions.

The soil to be treated will consist primarily of soil removed from underground storage tank excavations which require upgrading under Provincial regulations. CleanSoils requires case by case approval for each and every soil project before treatment. Registered waste materials will be segregated from all commingled stockpiles before and after treatment to maintain control and separation.

CleanSoils anticipates arrival of the contaminated soil to the site by both marine and truck traffic. Incoming materials will be staged onto the paved area which will be surrounded by a curb or berm as necessary to contain any runoff from the tarped piles. Treated soil will be stockpiled separately to facilitate loading for off site transport.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

CleanSoils Thermal Desorber entails heating soil to between 350 or 450 degrees fahrenheit depending on soil parameters to remove moisture and hydrocarbon contamination. The process gases are treated in a baghouse and subsequently in an afterburner operating at 1400 degrees fahrenheit. The afterburner combusts any airborne hydrocarbons to assure 99+% destruction of hydrocarbons. No ash, residue or waste byproduct is generated and no process water is generated or discharged.

Treated soil meeting cleanup criteria is no longer a waste material and has market value as aggregate. CleanSoils will reuse processed soil in one of three ways: as fill in industrial sites, for roadway material including road base or embankments, or in tank excavation as backfill.

The proponent's application is currently being reviewed by staff from the West Central Branch of the MOE, who in order to properly assess the viability of the proposed project, must obtain comments from other municipal regulatory agencies which may have jurisdiction over land use, traffic, noise, and potential impact of the proposed operations on the abutting properties and the environment.

Concerns were expressed by City and Regional Planning Departments, on initial review of the application, with respect to "zoning verification" and jurisdictional authority over the respective land use. The proponent supplied additional information and clarification regarding the land use. Upon review of the information, the Local Planning Branch of the Regional Planning Department determined that the proposal is consistent and does not conflict with the policies of the Hamilton Official Plan.

The Building Department has reviewed the Planning Department comments and has indicated that the proposed land use would neither be restricted nor prohibited under By-Law 6593 and therefore has no objection to the proponent securing a Certificate of Approval.

The Hamilton Harbour Commissioners have submitted a letter to the MOE confirming that the proposed use of the Hamilton Harbour Commissioners' land by CleanSoils is consistent with the land Use and Development By-law (114) of the Hamilton Harbour Commissioners.

It is generally recognized that there is a need for this type of operation within Southern Ontario, and that the Region of Hamilton-Wentworth will benefit greatly from having this type of operation within its boundaries. However, unless the Hamilton Official plan is amend to permit the proposed use the City of Hamilton should not endorse this proposal.

Cont'd...

CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site - Processing

BACKGROUND:(Cont'd)

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Fire Department, Noise Control, Building Department, and Regional staff representing Environmental Service Department and Planning, are appended to this report and should be reviewed in further detail.

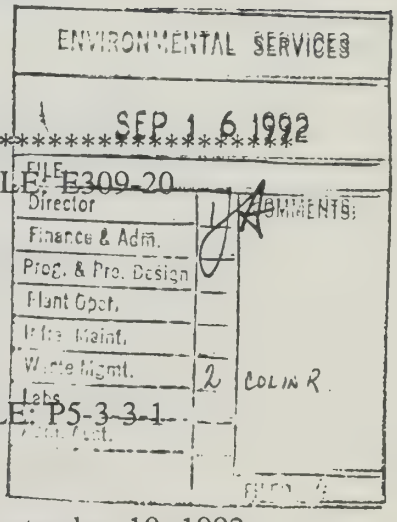
CR/

Attach.

cc: L. Sohal, Secretary, Regional Environmental Services Committee

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM



****

TO: Jim Halliday
Environmental Services Dept.

YOUR FILE: E309-20

Attn: Colin Rodgerson
Solid Waste Operations

FROM: Victor Abraham
Director of Local Planning

OUR FILE: P5-3-3-1

SUBJECT: Pier 26 - Hamilton Harbour Eastport Development - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

DATE: September 10, 1992

Further to our memorandum of July 31, 1992, this is to advise we have received additional information from CleanSoils Inc. in regard to the marine-related aspect of their proposed waste disposal processing site on Pier 26.

CleanSoils Inc. has indicated that 90 percent of the contaminated soils to be processed at the site will be transported by ship/boat. As such, access to the Harbour is critical to the location of this waste processing facility.

As previously stated, the subject lands are designated "Utilities" in the Official Plan. In particular, policy A.2.7.2 applies to this proposal. Although Official Plan policy A.2.7.2 has been referred to the Ontario Municipal Board, it remains, nonetheless, a Council-approved land use planning policy and states:

"A.2.7.2 Notwithstanding the permitted uses in Policy 2.7.1 above, the following uses will be permitted on Piers 10 to 14 and Piers 25 to 27 inclusive: shipping terminals; marine freight; passenger handling facilities; related storage, vessel and barge docks; and other uses related to shipping and navigation." (OPA No. 87)

As a result of this additional information and clarification, the proposal is consistent and does not conflict with the policies of the Hamilton Official Plan. The proposed use can be considered to relate to shipping and navigation since extensive shipping activity is taking place. It should also be noted that the waste processing activity is a separate activity from the shipping aspect of the proposal; however, its dependence on the shipping activities is consistent with the above Official Plan policy and on the clear understanding, as stated by the applicant, that 90 percent of the materials will be transported by ship/boat.

It appears that the Zoning should be brought into conformity with the Official Plan policies. However, the status of the current zoning on the subject lands should be verified by the Building Commissioner, who is responsible for the implementation of the Zoning By-law.

Based on the above, the Planning and Development Department does not object to the applicant securing a Certificate of Approval from the Ministry of the Environment for the establishment of a waste disposal site (processing), recognizing that all environmental concerns will be met by the Ministry. When this specific matter is brought before the Transport and Environment Committee, direction should be provided to the Planning and Development Committee to bring the Zoning By-law into conformity with the Official Plan, by recognizing the proposed use.

If you have any questions on the foregoing, please contact Bill Janssen at 546-4147.

c.c. Alderman Don Ross
Alderman Henry Merling
David Fasching, CleanSoils Inc.
Len King, Building Department
Patrice Noé Johnson, Law Department
Nick Catalano, Economic Development

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operations

YOUR FILE: E309-20

FROM: Victor Abraham
Director of Local Planning

OUR FILE: P5-3-3-1

SUBJECT: Pier 26 - Hamilton Harbour Eastport Development - Application for a Certificate of Approval for a Waste Disposal Site (Processing)

DATE: July 31, 1992

This memorandum is in response to the memorandum of Peter Dunn dated July 15, 1992 requesting comments on the above-noted application for a Certificate of Approval for a waste disposal site (processing). We understand that CleanSoils Inc. has requested approval to construct a facility that decontaminate soils contaminated with petroleum hydrocarbons using two "Thermal Desorber Units" on an approximately eight acre site at Pier 26 in the Hamilton Harbour Eastport Development. The applicant has indicated that petroleum contaminated soils are to be transported to this location for treatment from across southern Ontario.

It should be noted that legal precedence has established that the City of Hamilton retains land use planning jurisdiction over non-shipping and navigation uses in this area of Hamilton. As the proposed soil treatment facility is not a shipping or navigation use, the applicant would have to comply with the City's Official Plan and Zoning By-law.

According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Utilities.

As noted in Policy A.2.7.1 of the Official Plan:

> "The primary uses permitted in the areas designáted on Schedule "A" as UTILITIES will be for passenger terminals; freight handling facilities and related storage; railway, warehousing and associated parking areas; electric power facilities; pipelines and natural gas lines; and major road facilities. Recognizing the difficulty of predicting the advent of new UTILITIES, only those facilities which are committed for development and/or are priorized and where their location is known have been identified."

Policy A.2.7.2 should be noted as well:

> "Notwithstanding the permitted uses in Policy 2.7.1 above, the following uses will be permitted on Piers 10 to 14 and Piers 25 to 27 inclusive: shipping terminals; marine freight; passenger handling facilities; related storage, vessel and barge docks; and marine related industry or commerce that demonstrates operational need for proximity and access to the Harbour."

The applicant has indicated that the proposed soil treatment facility would rely on marine transportation as well as truck transportation. However, a site plan diagram submitted by the applicant appears to indicate the focus of activity to be oriented to truck traffic. The dock area is fenced off from the portion of the site devoted to soil processing with the caption "dock area used by others" noted on the diagram. Additional details on the marine aspect of the proposed soil treatment facility appears to be unavailable at this time.

Based on the information provided, the proposed soil treatment facility does not comply with the permitted uses within the Utilities designation of the Hamilton Official Plan. Therefore, an amendment to the Official Plan would be required prior to issuing the Certificate of Approval.

We understand the Building Department will respond to you directly on the applicable zoning designation and determine whether a re-zoning is necessary to allow the proposed use.

To summarize, it is our view that no Certificate of Approval for a waste disposal processing site be issued to the proponent unless the Hamilton Official Plan is amended to permit the proposed use.

If you have any further questions on this matter, please contact Bill Janssen at 546-4147.

KE/

c.c. Peter Lampman, Building Department
Patrice Noé Johnson, Law Department

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

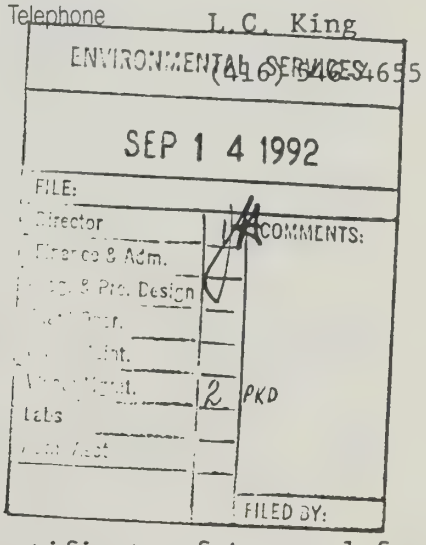
BUILDING DEPARTMENT

FAX - (416) 546-2764
GENERAL INQUIRIES - (416) 546-2720

Refer to File

Attention of L.C. King

Telephone (416) 546-4655



1992 September 11

Mr. J. Halliday
Senior Director
Environmental Services Department
~~Regional Engineering~~

RE: CLEAN SOIL INC.

Dear Sir:

Respecting the application by CleanSoils Inc. for a Certificate of Approval for a Waste Processing Site, please be advised as follows:

1. Please find attached a letter dated August 31, 1992 addressed to Mr. V. Abraham describing the operation of the above-noted processing business.

2. Based on the information contained in that letter it appears that the use could fall within the definition of shipping and navigation and hence would neither be restricted nor prohibited under Zoning By-law 6593.

Based on the above, this Department does not object to the applicant securing a Certificate of Approval from the Ministry of the Environment for the establishment of a waste disposal site (processing), recognizing that all environmental concerns will be met by the Ministry.

Also for your information, a building permit may be issued for the proposed use subject, of course, to the requirements of the Ontairo Building Code. Any construction will require a building permit.

Trusting this will be of assistance to you.

Yours truly,

L.C. KING, P.Eng.
Building Commissioner

LCK\hmp

Enclosure

cc D. Fasching, CleanSoils Inc.
cc Alderman D. Ross
cc Alderman H. Merling
cc V. Abraham, Plannning Department

CleanSoils Inc. 84 2nd Avenue S.E., New Brighton, MN 55112 • (612) 639-8811 • FAX (612) 639-8211

August 31, 1992

Mr. Victor J. Abraham
Director of Local Planning
Planning and Development Department
The Corporation of the City of Hamilton
City Hall, 7th Floor
71 Main Street West
Hamilton, Ontario L8N 3T4

BY FAX (416) 546-4202

Re: CleanSoils Limited — Pier 26 Hamilton Harbour Eastport Development
Application for a Certificate of Approval for
a Waste Disposal Site - Processing

Dear Mr. Abraham:

I am writing to clarify misunderstandings over the marine aspect of our proposed operations in Hamilton indicated in your July 31, 1992 draft recommendation letter addressed to Colin Rodgerson, Solid Waste Operations. The site plan diagram submitted with the application along with a lack of detail regarding our marine focus apparently created the confusion. The original site plan was intended only to reflect that the Hamilton Harbour Commissioners retain access and control over the first twenty feet next to the waterfront in accordance with their safety, maintenance and overall harbour management responsibilities. Attached is a more detailed site plan showing our proposed marine use at the site.

Proximity and access to the Harbour is essential to the commercial viability of our proposed operation. Marine transportation is the focus of our operation both because it provides low cost access to the entire Canadian market and because transportation cost is the single largest expense item outside of our capital investment. The multi-million dollar capital investment in our facility and work force can only be justified by obtaining access to the entire Canadian market provided by low cost shipping. We cannot economically justify building multiple facilities throughout Canada due to market conditions. Over 200,000 tons of soil per annum or up to 90% of total volume is expected

to arrive by marine vessel. Soil within close proximity will be received by truck. The Region of Hamilton-Wentworth will enjoy benefits of close proximity since soil from sites within the Region can be conveniently transported by truck to the facility. Attached is information related to our marine transportation plan with McKeil Marine Limited, a Hamilton based barge operator. Although we plan to work with a local marine transportation company initially, we intend to eventually own and operate our own marine vessels at this site.

Hamilton is our primary choice of Canadian port cities competing for our Canadian headquarters location. This operation will create approximately Sixty ("60") new jobs for the area and involve an investment of over Three Million Dollars ($3,000,000) in developing the proposed facility. We are excited about the available work force in Hamilton including potential management and supervisory staff, chemists, technicians, equipment operators, welders, electricians, mechanics and sales people. We are encouraged by your recognition of the need for this type of operation within Southern Ontario and that the Region of Hamilton-Wentworth will benefit greatly from having this operation within its boundaries.

I would appreciate the opportunity to meet with you in person next week. I will call you to schedule an appointment.

Sincerely,

David S. Fasching
Director of Business Development
Finance and Administration

Enc. Site Plan and Barge Operator Information

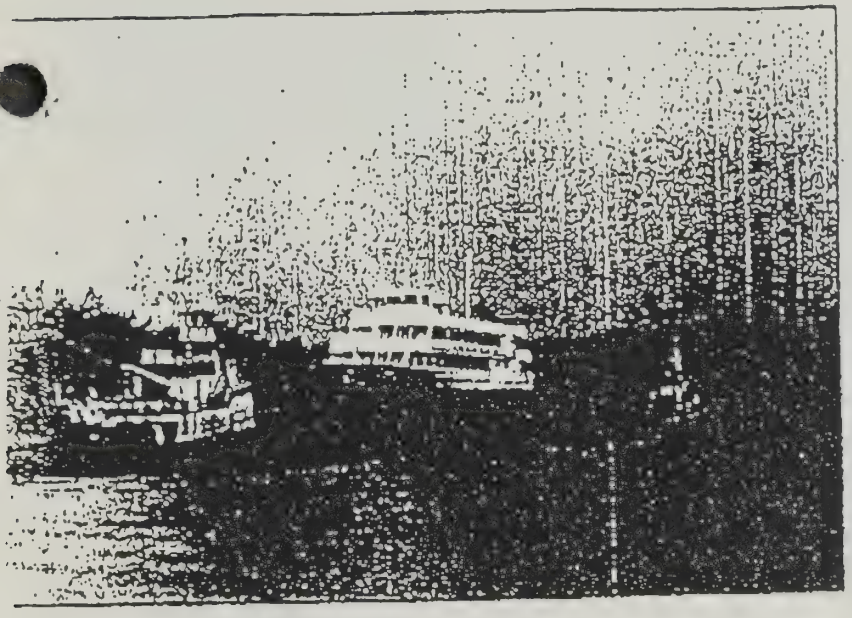
cc: K. Christianson
Transport and Environment Committee

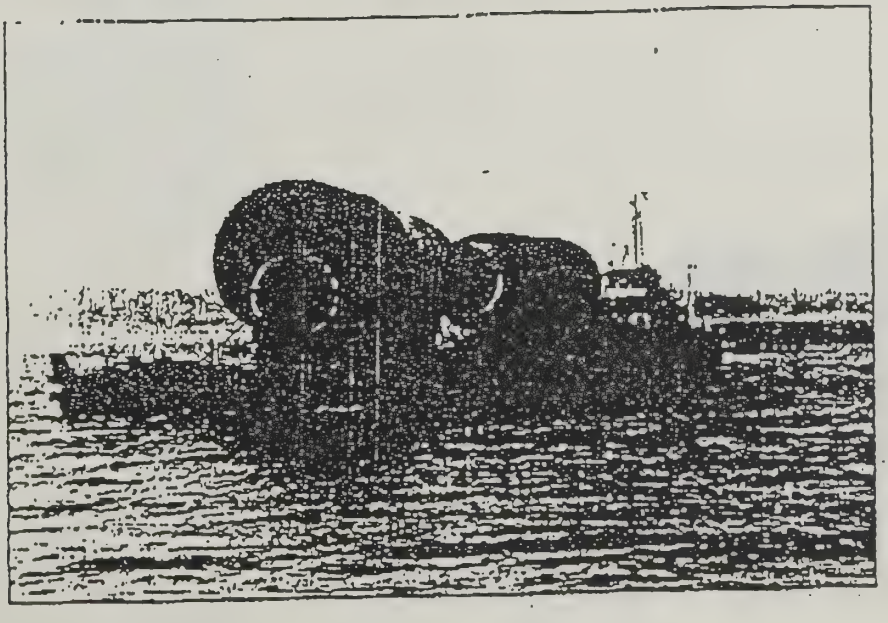
P.J. Halliday
Environmental Services Department



KPIL MARINE LIMITED

Towing, Barge Transportation, Ship Berthing, Marine Equipment Rentals, Salvage & Spill Control







In recent years McKeil's has become involved in spill response and environmental cleanups. Trained personnel handle a full range of specialized equipment.

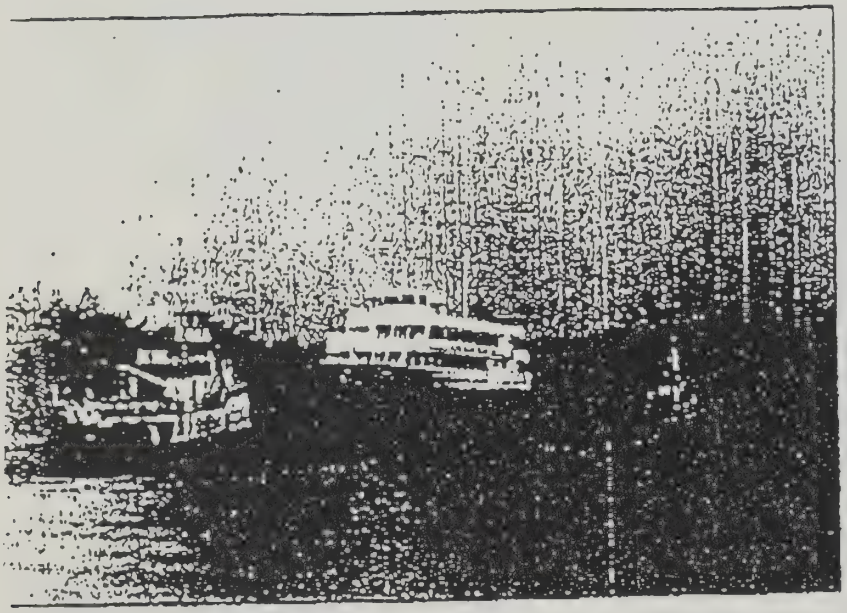
The company offers its services 24 hours per day, 7 days per week, 365 days per year, responding immediately to a given situation.

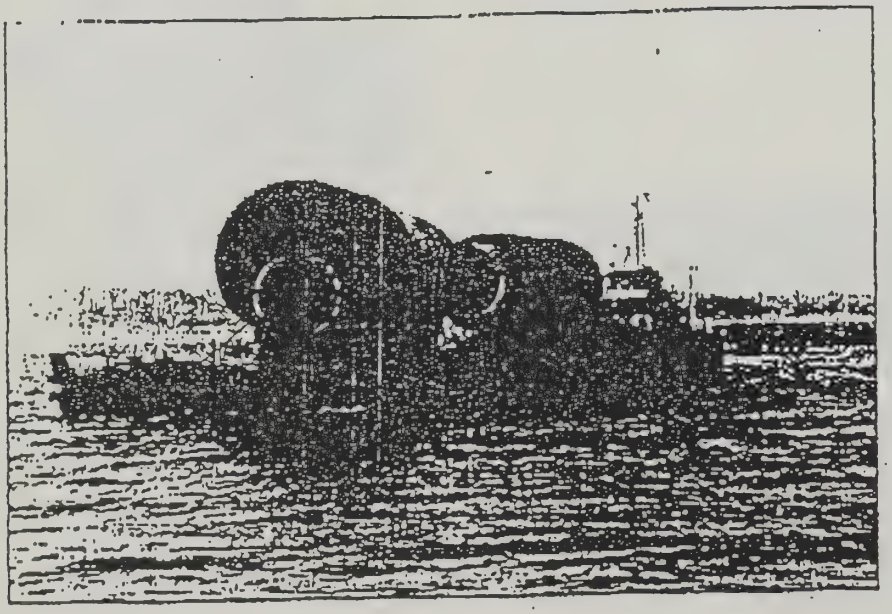
Still to this day the backbone of the company is its personnel. A well seasoned and knowledgeable crew work together with the younger ranks, passing on their expertis and sharing new experiences to form a well rounded team. They know that when a customer is successful the company is successful.

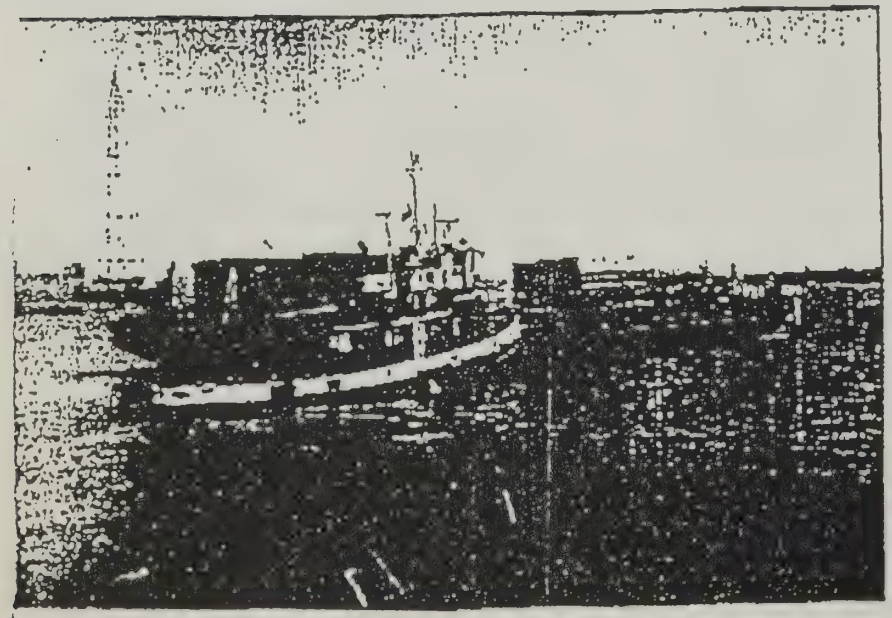
ACKNOWLEDGEMENTS

McKeil's has seen steady growth since its inception in 1956. The basic imperative of this company hasn't changed throughout; this philosophy being that we are a Service Company. We would like t thank all the people that we have had the opportunity to work with the past and look forward to a mutually profitable future.

At this time we would also like to thank the personnel of McKeil Marine for their diligence and dedication. Without their sincere efforts and teamwork this compan would not be what it is today.







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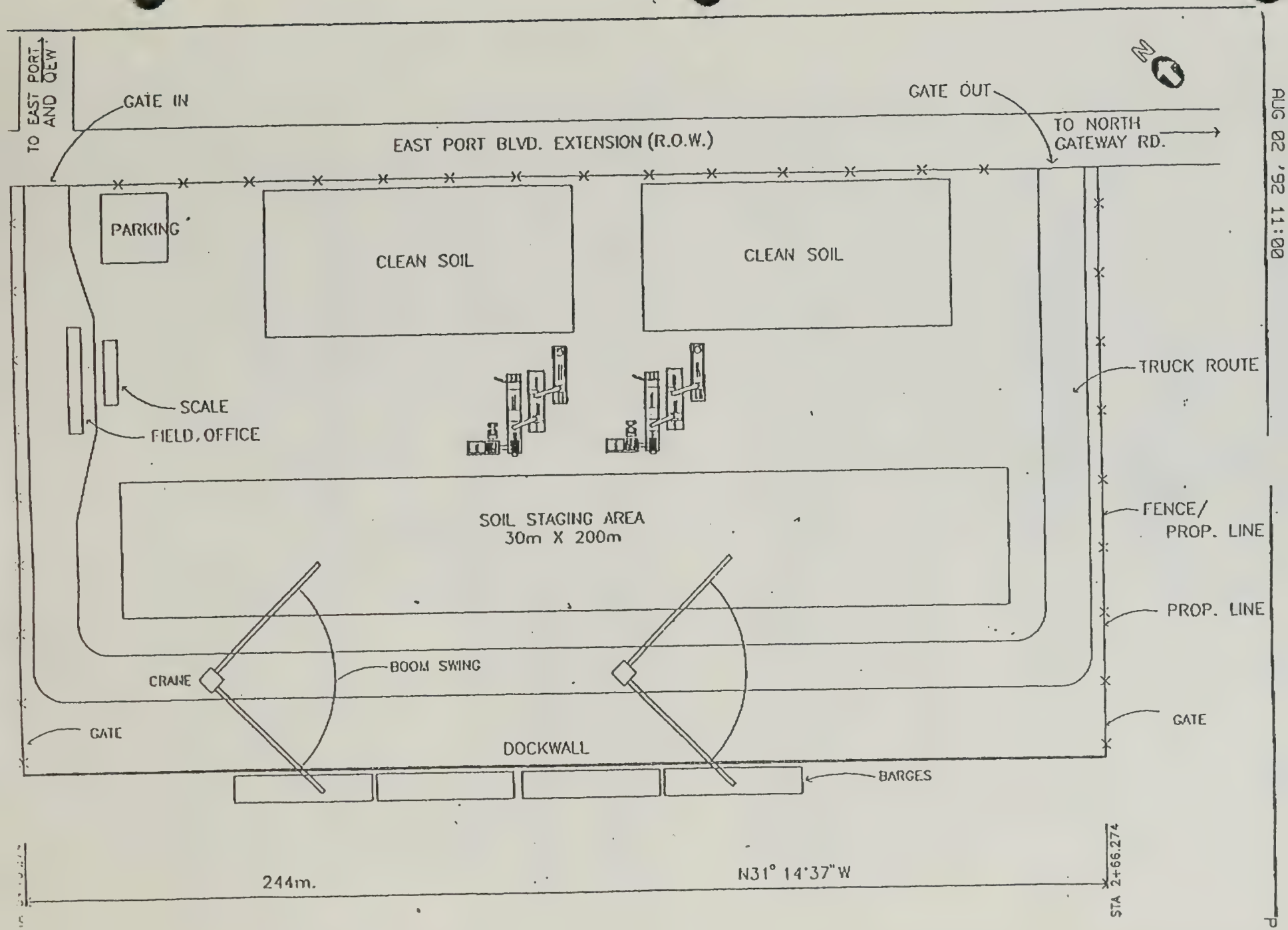
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DATE
8/17/92
CHECKED BY

CONFIDENTIAL

This information is the property of CleanSoils Ltd. and not for use or

CleanSoils Site Plan
Hamilton Harbour Pier 26 (N. End)

CleanSoils

CleanSoils Ltd.

PROJECT NO.	DRAWING NO.	REVISION NO.

McKEIL MARINE LIMITED

Towing, Barge Transportation, Marine Equipment Rentals, Salvage & Spill Control

August 20th., 1992.

CLEAN SOILS
Attention: Mr. David Fasching

Fax # : 812.639-8813.

Dear Mr. Fasching,

We would be in a position to provide tug and barge service to most ports on the Great Lakes which you could secure for loading.

Based on transporting 5000 tons of soil per move our prices per nT would be approximately:

Thunder Bay	$21.00
Quebec City	$13.00
Oshawa	$ 2.60
Kingston	$ 4.95
Montreal	$ 8.50
Little Current	$12.90
Owen Sound	$13.60

Please call if you have any questions or concerns.

Yours truly,

Linda MacDonald.

PLANNING AND DEVELOPMENT DEPARTMENT

MEMORANDUM

****

Date: July 21, 1992 File: 768.42

To: Colin Rodgerson,
Waste Management Division
Environmental Services department

From: A.L. Georgieff, M.C.I.P
Director, Regional Planning Branch

Re: Clean Soils Inc.: Application for a Certificate of Approval

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We have reviewed the information you sent us regarding the Certificate of Approval application for a Waste Disposal Site (Processing) to be located at Pier 26 Hamilton Harbour Eastport Development. We have no comments on the technical merit of the waste processing technology Clean Soils intends to use. However, we bring two issues to your attention : 1) land-use change in the area; and 2) the potential ecological significance of the area.

Land Use Change

The application form makes reference to "zoning verification" solely by the Hamilton Harbour Commissioners. The Ministry of Environment should be made aware of ongoing differenes between the Harbour Commissioners and the City of Hamilton over the planning of land-use changes on lands around the Harbour. On a number of City of Hamilton Official Plan Amendments (Nos. 62, 66, 80 and 87) the Region has received requests from the Hamilton Harbour Commissioners for referrals to the Ontario Municipal Board. Hamilton Official Plan Amendment 80, the result of a five year review of the Official Plan, includes designations which may affect the Eastport lands. Clean Soils Inc. should be made aware of the City's interest and consult the City of Hamilton regarding their comments on the proposed use and any City designations or zoning by-laws which apply.

Environmentally Sensitive Area Designation

On the basis of a 1976 Ecologistics study the Regional Official Plan designated a portion of the Eastport lands an Environmentally Sensitive Area (ESA # 27 Toll Gate Ponds). The evaluation of the area suggested it provided unusual habitat, and habitat for rare species of nesting birds. As a result of an assessment prepared by the Hamilton Harbour Commissioners, and due to extensive landfilling in the area the boundary of the ESA is now different than outlined in the 1976 study. As per the City of Hamilton Official Plan, ESA # 8, Toll Gate Ponds is now located on Pier 27. However, without a map locating the proposed facility we cannot determine the proximity of the Clean Soil site to the designated area. Could you provide us a copy of the site plan at the meeting of July 22?

Official Plan policy 5.3.21 encourages other levels of government to only undertake uses compatible with the environmentally sensitive designation while Policy 5.3.22 encourages other public bodies to prepare management plans for properties they own in ESAs. The expansion of land uses incompatible with the ESA is discouraged by Policy 5.3.4.

Official Plan policy 5.3.15 requires that the Area Municipality require proponents requesting a change in the legal use or in the intensity of the existing use, to submit an Environmental Impact Statement to the Region and Area Municipality. The proponent can request a waiver of the Impact Statement requirement which must be approved by both the Region and Area Municipal Councils. Information on the typical scope of an Environmental Impact Statement can be provided to the proponent by Regional Planning Branch staff.

While the preparation of an Impact Statement may not necessarily be required for this proposal an evaluation of the effects of the construction and operation of the facility and potential mitigating measures would be worthwhile. The federal government, Canadian Wildlife Service (Chip Weseloh), annually monitors the breeding colonies in this area and up-to-date information on the significance of the bird species nesting in the area is likely readily available. The Ministry of Natural Resources should be consulted regarding the protection of provincially rare species.

cc Ray Lee, Regional Planning
Bill Janssen, Local Planning

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

TO:	Peter Dunn, Manager Waste Management Division Environmental Services Department Attention: Mr. Colin Rodgerson	YOUR FILE:	E309-20
FROM:	Murray F. Main, P. Eng. Director of Traffic Services Traffic Department	OUR FILE: PHONE:	 546-4580
SUBJECT:	**Clean Soils Inc.** **Application for a Certificate of** **Approval for a Waste Disposal Site**	DATE:	1992 July 30

In response to your memo of 1992 July 15, please be advised that we have reviewed this application and find it satisfactory.

Murray F. Main

RK/MT/ks

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

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TO:	Mr. Peter Dunn Manager of Solid Waste Operations Regional Engineering & Solid Waste Dept.	YOUR FILE: E309-20 via Fax 546-4494 Aug 5/92
FROM:	Mr. F. Westaway Noise Control Officer Public Works Department	OUR FILE: PHONE: 523-5670
SUBJECT:	**Clean Soils Inc.** **Application for Certificate of Approval for a Waste Disposal Site (Processing)**	DATE: 1992 August 5

Please be informed that I have reviewed the Clean Soils Inc. proposal and the Noise Control Office has no concerns regarding noise.

Should you wish further information please contact me at 523-5670.

Frank Westaway
Chief Noise Control Officer

FW/jt

G. BAKER
CHIEF

FILE NO. _____

THE CORPORATION OF THE CITY OF HAMILTON
HAMILTON FIRE DEPARTMENT - FIRE PREVENTION DIVISION
55 KING WILLIAM STREET
HAMILTON, ONTARIO L8R 1A2

29 July 1992

Regional Municipality of Hamilton-Wentworth
Waste Management Division
Environment Services Department

Attn: Colin Rodgerson

Dear Sir

RE: Clean Soils Inc.
Proposed Waste Disposal Site
Pier 26 - Hamilton Harbour
East Port Development

I have reviewed the information sent to this Department as well as the Clean Soils video and in addition have visited the proposed site and offer the following comments and expectations:

a) water supply mains and hydrants are satisfactory for anticipated needs

b) it is expected that suitable portable fire extinguishers will be provided for the site in accordance with the Ontario Fire Code

c) it is expected that controls will be in place to eliminate sources of ignition

d) all construction and installations are to be carried out under a Building Permit issued by the City of Hamilton Department of Buildings

e) all electrical work associated with the installation of on-site equipment is to be carried out under permit from Ontario Hydro

PHONE (416) 546-3350 FAX (416) 546-335

f) installation and provision of the necessary energy source for heating the contaminated soils is to be in accordance with all applicable Acts and Regulations

g) access roads within the site for use by fire department apparatus are to be provided and maintained in an accessible and usable condition at all times.

The foregoing represent our rather broad conditions based on information supplied to date and may not reflect all requirements of this Department resulting from future site visits as the project proceeds.

I request that we be kept updated as to the status of this project and made aware of any change in plans which might have an impact on our requirements.

Yours truly

D.L. Peters
Chief Fire Prevention Officer

DLP:cl

MEMORANDUM

****

TO: Colin Rogerson
Recycling Technician
Environmental Services

YOUR FILE:

FROM: D. Millar
Pollution Abatement Officer
Regional Engineering Department

OUR FILE:

SUBJECT: Clean Soils Inc.
Application for a C. of A.

DATE: July 24, 1992

I have attended the presentation and reviewed the information supplied by CleanSoils.

Cleansoils will be located at Pier 26 - Hamilton Harbour East Port Development. This area does not have sewers and there are no plans to install them for this operation. Water from the surface of the materials on site will be contained and utilized in the process. Sanitary wastes will be contained in a holding tank and hauled to the sewage treatment plant for disposal.

With the absence of sewers and a commitment to utilise collected storm water in the process the company's operation will meet compliance with Sewer Use Bylaw R89-049.

DM

CITY OF HAMILTON

- RECOMMENDATION -

4(a)

DATE: 1992 September 16

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. J. G. Pavelka, P.Eng. & Mr. D. Lobo
Chief Administrative Officer Director of Public Works

SUBJECT:

Use of City Trucks to and from Work by Public Works Department Foremen

RECOMMENDATION:

That Foremen in the Streets Division and the Parks Maintenance Section of the Public Works Department be authorized to utilize their trucks to drive between home and work on a daily basis at an annualized cost of approximately $3,750., on the understanding and agreement that:

i) these Foremen will not receive payment for stand-by time during the summer months between April 15 and November 15; (an annualized cost of approximately $121,500.)

ii) these Foremen will not be submitting requests for overtime payment for incidental time (est. 1 hour) on a daily basis for opening and closing the streets yards, interruptions occuring during lunches, etc. (an annualized cost of approximately $179,100.)

J. G. PAVELKA, P.ENG., CHIEF ADMINISTRATIVE OFFICER

D. LOBO, DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Cost Savings include:

Stand-By est. $121,500**

** Note: These are costs that were not budgeted for but would have been claimed except for these on-going negotiations relative to the vehicles

Additional Costs:
Additional Fuel for the Trucks per year est. $3,750

** Note: There are no additional costs incurred for the vehicles within the current operating budget

BACKGROUND:

Local 1041, the Foremen's Union, has approached the Public Works Department with a proposal whereby all Foremen in emergency and standby positions who use City trucks during the day be permitted to drive these trucks to and from their residences.

No additional trucks would be required to implement this recommendation.

Various foremen in the Parks Division--Forestry, Facilities and Maintenance have had access to vehicles for a number of years due to the nature of their respective operations and the need to respond to after-hour call outs. This matter is further heightened because Foremen with the Region of Hamilton-Wentworth and with the neighbouring municipalities of Stoney Creek, Dundas, Ancaster and Burlington already have this arrangement.

The following are some of the advantages associated with Foremen having use of City Trucks to commute back and forth to work as per the recommendation:

* to enable Foremen to incorporate site investigation with Foremen of complaints to and from their residences without having to make a special trip.

* to extend the effective time that these employees are working since, while in their vehicle, they are still in contact with the office and City Hall dispatch if problems relating to their work areas arise.

* to pick up debris such as mufflers, tires and garbage from the roadway rather than leaving it until it is discovered by an on-duty employee, a complaint is received from the public or until it causes damage and possible liability to the City.

* to extend the time frames in which our two-way equipped vehicles are on the road to assist the public through the PAL (Public Alert) program that the City is participating in along with the Region, Hamilton Hydro and Union Gas.

* to, in some small way, recognize the fact that these foremen routinely put in many unpaid hours working before their shift, during coffee and lunch breaks and that many of these employees are subject to twenty-four hour emergency call-outs without standby remuneration.

All parties recognize that, should this privilege be approved, these vehicles are not for personal use outside of work hours.

It is on the basis of this increased service and efficiency outweighing the cost to the municipality that the conclusion was reached to recommend approval of this extended privilege.

The attached table outlines which sections of the organization have foremen that would require the use of vehicles to and from their place of work.

DL:jh

Attch.

TABLE
USE OF CITY TRUCKS TO AND FROM WORK

The following table identifies the number of foremen, by division, and where the use of City vehicles for commuting to and from work should be considered:

PUBLIC WORKS	NUMBER OF FOREMEN	PROPOSED NO. OF TRUCKS
- STREETS	24	15
- SANITATION	3	NOT APPLICABLE
- PARKS MAINTENANCE	5	5
- CEMETERIES	5	NOT APPLICABLE
- FLEET SERVICE	4	NOT APPLICABLE

16 Sept. 1992

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 15

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: **Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance**

RECOMMENDATION:

1. That the attached "Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance" be approved.

2. That the "Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance" be forwarded to the Region and the Region be requested to consider adapting a similar program on regional roads within the City of Hamilton.

D. LOBO
DIRECTOR, PUBLIC WORKS DEPARTMENT

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
No change from the existing financial arrangements.

BACKGROUND:

Prior to constructing a driveway, property owners are required to make application through the Traffic Department to determine whether there is sufficient space for off street parking.

The Traffic Department has a set criteria for investigating these various requests. However, if there is found to be a conflict with a City tree and the proposed driveway, the Department

of Public Works, Parks Division, Forestry Section is notified to assess the application. If it is determined that the tree warrants removal under the present by-law or policies, the removal and replacement costs will be incorporated into the overall cost to be borne by the property owner.

If the construction of the driveway will not effect the root system, the application will be approved. Conversely, if a tree is in good condition and construction will affect the root system, the application is denied.

NOTES

By proceeding with the construction of a driveway, excavation can cause serious damage to the tree's root system. Removal of roots not only affects the ability of the tree to retrieve needed nutrients but may also effect the anchorage capability of the tree exposing it to windthrow. Grade alteration and root compaction by heavy machinery and continued use of the area for parking vehicles will cause suffocation of the root system. Decline in the health of the tree is caused by forcing oxygen out of the soil which does not allow adequate air/water filtration and restricts root system.

These factors produce trees in a weakened and stressed condition which in turn causes increased susceptibility to insect and disease attack.

CONCLUSION:

With the emphasis on setting up policies and procedures to deal with our urban forest, the Public Works Department, Law Department and the Traffic Department have endeavoured to set up a policy for processing boulevard parking and driveway approach requests involving trees on the road allowance. This policy would serve to respond more effectively to property owner's concerns and provide a format for investigation.

RG/rb
attachment

cc P. Noé-Johnson, City Solicitor
cc M. Main, Traffic Department
cc T. Arnold, Traffic Department
cc B. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc M. MacKinnon, General Foreman, Forestry

POLICY AND PROCEDURE -

PROCESSING REQUESTS FOR BOULEVARD PARKING

AND DRIVEWAY APPROACHES

AFFECTING TREES ON THE ROAD ALLOWANCE

1. The Traffic Department receives applications for driveway approaches and/or boulevard parking requests.

2. The Traffic Department investigates these various requests and follows predetermined procedures.

3. In cases where proposed driveways or boulevard parking spaces are situated such that they will conflict with existing City trees (by either the tree located on the proposed paved area or within the dripline of the tree), the Traffic Department notifies the Forestry Section of the Department of Public Works to assess the application prior to approving the application.

4. If it is determined that the tree can be removed, in accordance with By-Law 92___ the removal and replacement costs will be incorporated into the overall cost to be borne by the property owner.

   If a tree is in good condition and the request will not effect the root system, the application is approve. Conversely, if a tree is in good condition and the request will effect the root system, it is denied. The Forestry Section then advises the property owner of the denial. This information is returned to the Traffic Department for appropriate action. If approved, the necessary follow-up is administered by the Traffic Department. Denials are filed for future reference.

   If the tree is in a serious state of decline or a "prohibited species", as determined by the Horticulturist or his designate, the City will remove the tree only if the property owner pays 100 percent of the removal costs plus the cost of a large caliper replacement tree in accordance with By-Law 92_____.

   If the property owner does not wish the replacement tree planted on his/her property, it will be planted elsewhere on the road allowance within the City.

RG/rb

REGIONAL MUNICIPALITY OF HAMILTON-

5.

Office of the Clerk

Robe
Michc

Mr. J. Schatz
Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

August 20, 1992

RECEIVED

AUG 2 5 1992

CITY CLERKS

Dear Mr. Schatz:

Re: Policies for Traffic Control in Hamlets and Speed Limits on Rural Regional Roads (DT 41-92/RDS 92-253)

Subjoined please find Item 28 of Transportation Services Committee Report 11-92 which was approved by Regional Council at its meeting held on Tuesday, August 18, 1992.

As indicated in Sub-section (c) of the recommendation, would you please present this report to the appropriate Committee for consideration and comment.

Should you have any questions with respect to this matter, please contact Mr. E. M. Gill, Senior Director of Roads, Transportation/Environmental Services Group, at 546-4300.

Yours truly

Carolyn Biggs
Legislative Assistant

Encl. (DT 41-92/RDS 92-253)
c.c. E. M. Gill
M. F. Main, Director of Traffic Services

28. **Policies for Traffic Control in Hamlets and Speed Limits on Rural Regional Roads (DT 41-92/RDS 92-253)**

a) That the policy entitled, "Policy for Traffic Control In Hamlets" (contained in Report DT 41-92/RDS 92-253) be received;

b) That the policy entitled, "Policy for Speed Limits on Rural Regional Roads" (contained in Report DT 41-92/RDS 92-253) be received;

c) That this report and copies of the policies be forwarded to the Area Municipalities for comment, prior to adoption by Council. **Item 4.2**

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (416) 546-4154
Fax (416) 546-2546
TDD (416) 522-1787

4.2

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 1992 July 10
File No. DT-41-92 / **Author:** G. Forbes

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Policies For Traffic Control in Hamlets and Speed Limits on Rural Regional Roads
[DT-41-92 / RDS-92-253]

RECOMMENDATION:

a) That the policy titled "Policy For Traffic Control In Hamlets" be received;

b) That the policy titled "Policy For Speed Limits on Rural Regional Roads" be received;

c) That this report and copies of the policies be forwarded to the Area Municipalities for comment, prior to adoption by Council.

Murray R. Main, P. Eng.
Director of Traffic Services

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1992 budget to cover the cost of traffic sign and pavement marking installation and maintenance.

It is intended by staff that if the Policies are adopted, the following By-law changes would be recommended;

1. That the following intersections be changed to all-direction stops:
   * Sheffield Road (south leg) and Old Highway 8;
   * Millgrove Road and Millgrove Side Road; and
   * Centre Road at Concession 6 East.

2. That the speed limit on the following roads be reduced to 50 km/h:

   * Jerseyville Rd from 300 metres west of Sunnyridge Rd to Sunnyridge Rd;
   * Sunnyridge Rd from Jerseyville Rd to 900 metres south of Jerseyville Rd;
   * Sheffield Rd (North leg) from Highway 8 to Old Highway 8;
   * Sheffield Rd (South leg) from Old Highway 8 to 300 metres south of Old Highway 8;
   * Old Highway 8 from 400 metres west of Sheffield Rd (North leg) to 500 metres east of Sheffield Rd (South leg);
   * Freelton Rd from 200 metres north of Brock Rd to Highway 6 (south intersection);
   * Brock Rd from Freelton Rd to 300 metres south of Freelton Rd;
   * Centre Rd from 450 metres south of Concession 6 to 150 metres north of Concession 6;
   * Mud Street from 400 metres east of Tapleytown Rd to 150 metres west of Tapleytown Rd.

3. That the Regional Truck Route Subcommittee be requested to consider removal of the following roads from the truck route system:

   * Rockton Road from Highway 8 (east intersection) to Highway 8 (west intersection);
   * Freelton Road from Highway 6 (north intersection) to Highway 6 (south intersection);
   * Brock Road from Freelton Road to Regional Road 97.

BACKGROUND:

A. INTRODUCTION

Traffic control in the individual "Hamlets" (Hamlets are defined in the following section) of the Region of Hamilton Wentworth has, in the past, been the subject of numerous reports to the Transportation (previously Engineering) Services Committee. Addressing the issue of traffic control in Hamlets on an individual basis is an acceptable method of analysis, but other advantages such as uniformity and continuity in traffic control may be achieved by dealing with all Hamlets as a group. Councillor Granger has also expressed the desire to increase the profile of the Hamlets by using traffic policies and signing to modify traffic characteristics in these areas. This report details staff's investigation into Hamlet area traffic control and presents a policy for consideration.

In early 1991 the Town of Flamborough forwarded to the Region the Town's approved

guidelines respecting speed limits on their local roadways. Flamborough requested that the Region consider the guidelines with the intent of establishing compatible speed limits on Regional roads within Flamborough. This report also addresses the issue of speed limits on Regional roads in rural areas. The recommendations in this report are identical to the recommendations of the Town of Flamborough.

B. DEFINITION AND IDENTIFICATION OF HAMLETS

Hamlets are unincorporated communities and formerly incorporated municipalities that are now unincorporated population centres which have retained their name and are locally known. The 31 Hamlets in the Region of Hamilton Wentworth are as shown in Table 1. Neither the local nor the Regional Planning Departments have retained records that indicate the exact boundaries of the Hamlets. Therefore, the boundaries of the Hamlets are, in effect, the boundaries of the higher density development areas as contained in the Regional Official Plan/Local Zoning By-law.

TABLE 1: Hamlets in Hamilton Wentworth

Parent Municipality	Hamlets	
Ancaster	Alberton	Carluke
	Copetown	Jerseyville
Flamborough	Carlisle	Flamboro Centre
	Freelton	Greensville
	Kirkwall	Lynden
	Millgrove	Orkney
	Rockton	Sheffield
	Strabane	Troy
	Valens	Waterdown
	Westover	West Flamboro
Glanbrook	Binbrook	Blackheath
	Mount Hope	Tyneside
	Woodburn	
Stoney Creek	Elfrida	Fruitland
	Tapleytown	Tweedside
	Vinemount	Winona

Hamlets are essentially localized population centres that are situated in a primarily rural area. Typically Hamlets are not urban or rural in character but are somewhere in between, i.e., semi-urban. The density of development in a Hamlet is usually higher than a rural area but somewhat less than an urban area. Moreover, the roadway cross-section

can be urban (i.e., curbed) or rural (i.e., shoulders and ditches). An exception to this generalization is the Hamlet of Waterdown which is, for all intents and purposes, an urban area.

C. BENEFITS OF A HAMLET AREA TRAFFIC CONTROL POLICY

By formulating a policy regarding Hamlet area traffic control, several benefits can be realized:

* recognition, identification and preservation of the Hamlet's history and tradition can be enhanced;

* uniformity in traffic control can be achieved, which will result in a uniform driver expectation for these situations, and enhance respect for traffic signs and regulations;

* the safety of pedestrians and cyclists in Hamlets will be enhanced by more uniform driver behaviour; and

* all residents and situations can be consistently and fairly by applying an approved policy.

One of the basic concepts in traffic operations is to treat similar situations with similar traffic control devices. The underlying theory is that drivers, through past driving experience in similar situations, have created expectations about their current trip. These expectations are subconsciously formed from previous travels on roads with comparable alignment and lane width, adjacent development, surrounding topography, volume and type of traffic on the roadway. Violation of a drivers expectancy by the incorrect use or non-use of a traffic control device can result in increased confusion and delay or even a collision. Therefore, traffic control devices in Hamlets should be used in a manner consistent with the classification and design of the road and the size and density of the development.

There is a roadway hierarchy in the Region consisting of Provincial highways, Regional roads and local roads. Provincial highways are relatively high volume roadways that carry traffic over long distances (i.e., inter-Regional traffic). Regional roads carry moderate to high volumes of traffic from centre to centre within the Region and to adjacent Regions. Finally, local roads carry moderate to low volumes of traffic generally within the area municipality. The hierarchy is based on the roadway's intended function. Therefore, the roadway hierarchy is one of the major factors used to select traffic control in Hamlets.

The size and composition of Hamlets in the Region are widely variable. For instance, Mount Hope is relatively large with a mix of residential and commercial development;

Valens is essentially a cluster of homes. In order to treat similar locations with similar traffic control it is necessary to categorize the Hamlets as "urban" and "rural" and identify the presence or absence of commercial and institutional land uses. The urban Hamlets may be defined as such by the amount and density of development. If the Hamlet is considered to be a "built up area" then it could be classified as urban. A definition for "built up area" is contained in the Highway Traffic Act of Ontario and is used in the proposed policy. Urban conditions are generally characterised, on the road, by more restrictive flow and lower speeds. Therefore, the proposed policy uses the urban versus rural designation as a method of determining speed limits and "no passing" zones.

Some of the elements of the Policy For Traffic Control in Hamlet Areas have already been introduced in some of the Hamlets, including the upgrading of the Hamlet signs, Regional Council's approval to erect parent Municipality identification tab signs to the Hamlet signs, the use of 50 km/h speed limits, all-direction stop control, etc. Adoption of the proposed policy would formalize and standardize the use of these types of devices on a consistent basis.

D. IMPACTS OF THE POLICY FOR TRAFFIC CONTROL IN HAMLETS

The major impacts of the proposed policy on the existing Hamlets at this time would be as follows:

* erect all-direction stops at the intersections of Sheffield Road (south leg) and Old Highway 8; Millgrove Road and Millgrove Side Road; and Centre Road at Concession 6; and

* lower the speed limit from 60 km/h to 50 km/h on sections of Jerseyville Road, Sunnyridge Road, Freelton Road, Brock Road, Centre Road, Rockton Road, Sheffield Road, Old Highway 8 and Mud Street.

Traffic control devices that are typically used, or requested for Hamlets are lowered speed limits, stop signs, no passing zones, school area signs, playground advance signs, pedestrian warning signs, hamlet signs and cyclist warning signs. The proposed Policy for Traffic Control in Hamlets outlines when and where each of these traffic control devices are to be employed. It is recommended that the proposed policy be approved for use in all Hamlets in the Region of Hamilton Wentworth and that the policy be forwarded to the Councils of the area municipalities for consideration and comments or approval.

E. POLICY FOR SPEED LIMITS ON RURAL REGIONAL ROADS

Residents generally believe that the majority of drivers are exceeding the speed limit by 15 to 20 km/h. Therefore, when a request for a lower speed limit is received by the Region, the logic for the request is usually that "drivers are travelling at 100 km/h in the 80 km/h zone, so if the speed limit is lowered to 60 km/h, at least they'll only be driving at 80 km/h".

Studies in the Region and all across North America have indicated that the actual speed of traffic is affected very little by the posted speed limit. Speed studies on Regional roads that have had the speed limit changed (raised and lowered) by 20 km/h show that the speed below which 85% and 50% of the traffic are travelling (the 85th and 50th percentile speeds) did not significantly change. The speed of drivers is mostly influenced by the alignment and geometry of the roadway, the volume and density of other traffic on the roadway (vehicular and pedestrian) and the size and density of the adjacent development. These visual clues to the driver remain unchanged and, therefore vehicular speeds remain unchanged.

If the actual speed is not really affected by the posted speed limit then why post a speed limit at all? The objectives of setting a speed limit are as follows:

1. provide residents with a realistic picture of actual vehicle speeds;
2. provide a speed limit that the majority of motorists will respect and obey;
3. provide police with a speed limit that can be enforced; and
4. reduce the speed differential in the traffic stream.

Although a posted speed limit will not affect the majority of drivers' speeds, an effective speed limit will result in many drivers travelling at the same speed. This feature is important because uniform vehicular speeds reduces passing and tailgating which reduces collision potential.

The technically appropriate method of setting a speed limit is to determine a speed limit based on a speed study and adjust it for the current development, roadway and traffic conditions. This technique is known as the Northwestern University Speed Zoning Procedure. This procedure is currently used by staff and staff at the Region of Ottawa-Carleton and is being promoted by the Ontario Traffic Conference. It is recommended that speed limits on all rural roadways outside of the Hamlets be determined by this technically appropriate method.

F. CONCLUSION

The identification and preservation of Hamlets in the Region is an important issue. One of the ways that this issue can be addressed is through improved traffic control in the Hamlets. However, it is equally important that traffic control devices be implemented uniformly across the Region. Therefore, it is recommended that Regional Council and the Councils of the Area Municipalities receive the proposed Policy For Traffic Control in Hamlets and the proposed Policy For Speed Limits on Rural Regional Roads. These policies will preserve the Hamlets' identities and also assist in the uniform application of traffic control devices.

/gf

POLICY FOR TRAFFIC CONTROL IN HAMLETS

Hamlets are unincorporated communities and formerly incorporated municipalities located within the Region that are now unincorporated population centres which have a name that is known and used locally. Settlement areas that are not shown on the official Region of Hamilton Wentworth map are not considered to be Hamlets.

The limits of a hamlet area are defined as the boundaries in the Regional Official plan/local Zoning By-law for higher density development.

This policy applies to all Regional roads that pass through hamlet areas. Area Municipalities are encouraged to adopt this same policy for the local road system.

1. Hamlet Identification

All roadways that cross the boundary of a Hamlet areas shall be provided with "Hamlet" signs. The Area Municipality may request the erection of a separate tab sign, that identifies the parent Municipality, below the "Hamlet" sign. Erection of these tab signs is covered by a separate policy.

The "Hamlet" sign shall consist of the name of the Hamlet in white writing on a blue background.

2. Playgrounds

Hamlets that have a playground contiguous to the Regional road shall be provided with "Playground Advance" signs. Playgrounds that are on school premises will be considered to be part of the school and will be signed in accordance with "Section 3: Schools".

3. Schools

All schools that are contiguous to a Regional road shall be provided with "School Area" signs.

School crossings that are supervised by adult guards shall be provided with "School Crossing" and "Advance School Crossing" signs except at signalized intersections where no signing shall be provided.

4. Pedestrians

If the main roadway in a Hamlet does not have sidewalks and the Hamlet has a school, playground and/or a general/variety store, church or other significant pedestrian generator then the main roadway shall be provided with "Pedestrian Warning" signs.

5. Intersection Control

Intersections in the commercial/institutional centre of the Hamlet shall normally be controlled as follows:

Intersection of	Intersection Control
Regional/Local	Stop signs facing the local street
Regional/Regional	All-Direction Stop
Regional/Provincial	Under the jurisdiction of the Ministry of Transportation

Traffic engineering principles and studies may reveal that for safety, delay or other reasons the traffic control at the above noted intersections may not be applicable. For instance, all-direction stops shall be considered for Regional/Local intersections in accordance with the Regional Council approved policy for all-direction stops.

Intersections that are not in the commercial/institutional centre of the Hamlet shall be controlled in accordance with traffic engineering principles and studies.

6. Speed Limits

The Highway Traffic Act defines a "built up area" as "the territory contiguous to a highway [road]... where:

i) not less than 50% of the frontage upon one side of the roadway for a distance of not less than 200 metres is occupied by dwellings, buildings used for business purposes, schools or churches, or

ii) not less than 50% of the frontage upon both sides of the roadway for a distance not less than 100 metres is occupied by dwellings, buildings used for business purposes, schools or churches, or

iii) not more than 200 metres of the roadway separates any area described in subparagraph i or ii from any other area described in subparagraph i or ii"

Hamlets that meet this criteria shall be posted with a 50 km/h speed limit.

All other posted speed limits shall be determined according to the Northwestern University Speed Zoning Procedure.

7. No Passing Zones

On two-lane Regional roads in hamlets where the driveway spacing is similar to that found in a typically urban area the roadway shall be painted as a NO PASSING area. Otherwise the roadway shall be painted in accordance with traffic engineering principles and studies.

8. Truck Routes

In accordance with the Regional Official Plan, truck routes shall not pass through Hamlets where other suitable routes are available and use of the other routes does not create undue delay for the trucking industry.

POLICY FOR SPEED LIMITS ON RURAL REGIONAL ROADS

1. Applicability

This policy applies to all Regional roads that are located in the rural areas of the Region of Hamilton Wentworth. Area Municipalities are encouraged to adopt this same policy for the local road system.

2. Determining the Maximum Speed Limit

Regional roads that are:

i) located in Hamlets that are defined as "built-up areas" in accordance with the Policy For Traffic Control in Hamlets shall have a posted speed limit of 50 km/h;

ii) located in hamlets that are not defined as "built-up areas" in the accordance with the Policy For Traffic Control in Hamlets shall have a posted speed limit as determined by the Northwestern University Speed Zoning Procedure; and

iii) NOT located in Hamlets and are in a rural area shall have a posted speed limit as determined by the Northwestern University Speed Zoning Procedure.

CITY COUNCIL
HAMILTON, CANADA

71 MAIN STREET WEST

Alde

(416) 528-2009 – WARD 2

6.

31 August 1992

Mr. M. Main
Director of Traffic Services

Dear Mr. Main:

RE: BAY STREET NORTH FROM BARTON TO CANNON STREETS

Further to my letter of August 25, 1992, I am requesting that this matter be placed on the agenda of the next Transport and Environment Committee in light of the petition taken by the residents requesting the overnight parking restriction be removed.

I understand that the Public Works Department must clean the street, however it is my belief that this could be done by posting signs when the cleaning will take place.

It makes no sense to prevent people from parking in front of their homes on a daily basis when the cleaning only takes place periodically.

Could you please confirm with me the date and time that this matter will appear on the agenda of the Transport & Environment Committee.

Thank you for your cooperation in this important matter.

Sincerely,

Vince Agro
Alderman, Ward 2

VJA:sn

c.c. petitioners

7.

CITY COUNCIL
HAMILTON, CANADA

Alderman Fred Eisenb

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES: (416) 573-9698 - Ward 5

MEMORANDUM:

RECEIVED
AUG 18 1992
CITY CLERKS

TO: Kevin Christenson
Secretary
Transportation and Environment Committee

FROM: Alderman F. Eisenberger

DATE: August 17, 1992

In light of the fact that Aldermen and staff are continuously at opposite ends of the equation when it comes to the installation of stop signs, and in light of the fact that other communities (ie. Toronto) are making efforts to reduce signage to increase traffic flow, I would request that staff bring a report to the next Transportation and Environment meeting outlining the pros and cons of increased unwarranted stop sign locations!

It is a well known fact that everytime we force a vehicle to stop and idle, we introduce increased vehicle emissions into the atmosphere which is detrimental to the public health and safety to all residents in the community. We need to weigh that fact against the safety of pedestrians and how they traverse our streets.

It would be particularly helpful to discuss this issue out of the glare and presence of a particular stop sign request so that we may focus on this larger public health and safety issue.

FE:br Fred Eisenberger

cc: Henry Merling
Alderman
Ward 7

8.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1991 November 4

REPORT TO: Ms. Tina Agnello,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Sanatorium Road and Rice Avenue - Request for a School Crossing Guard (TEC-261-91)

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Sanatorium Road and Rice Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard to any intersection in the City is approximately $6,000.00 per year. No funds were budgeted in the 1991 Traffic Department budget for additional School Crossing Guards.

BACKGROUND:

The Traffic Department is in receipt of a petition containing 20 signatures, requesting that a School Crossing Guard be assigned to the intersection of Sanatorium Road and Rice Avenue because of heavy traffic volumes, the presence of disabled children, the hazards created by recent construction at the intersection, and because motorists are failing stop at the stop signs and are not yielding the right-of-way to pedestrians in the intersection.

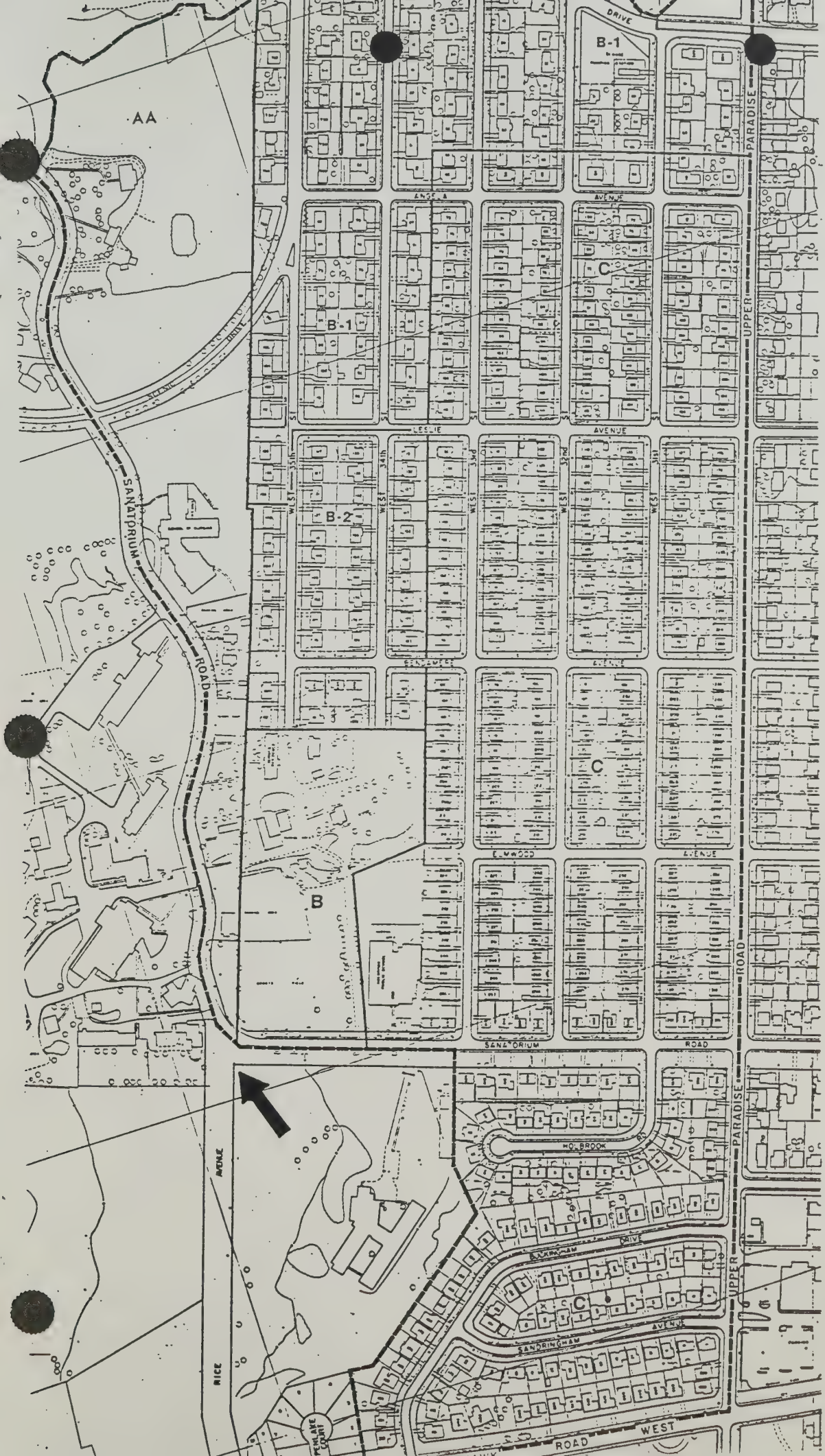
Sanatorium Road between Rice Avenue and Garth Street was reconstructed during September and October of 1991. However, the construction has been completed and the roadway and pavement markings have been restored. Therefore, the intersection is

operating normally and construction no longer posses any hazards to pedestrians at this location.

The Traffic Department conducted studies at the intersection on 1991 October 23, after construction was completed. It was observed that during the morning crossing period 26 children crossed, during the lunch dismissal period 5 children crossed, during the lunch entry period 4 children crossed and during the evening period 33 children crossed at this intersection. Therefore, during the entire 1 hour and 55 minute study, 68 children were observed to cross, and all did so in the north crosswalk at this intersection. No disabled children were observed to cross during the study. Northbound and southbound volumes on Sanatorium were approximately 700 vehicles per hour during the morning crossing period, 400 vehicles per hour during the lunch hour and 500 vehicles per hour during the evening crossing period, while eastbound and westbound volumes on Sanatorium were approximately 300 vehicles per hour during the morning and lunch hour study period, and 200 vehicles per hour during the evening study period.

Traffic Department observations indicate that the children crossing experienced no delays and crossed confidently with the gaps in traffic created by the three-way stop control installed at the intersection. In addition, it was observed that motorists were very cautious and yielded the right-of-way to all pedestrians crossing in the crosswalks. Traffic Department records indicate that during the past five years, there has been only one motor vehicle collision reported at this intersection, and this collision did not involve a pedestrian. This is a favourable collision record which could not be improved upon by assigning a School Crossing Guard to this location.

In report TEC-84-90, the Traffic Department reported on the need for a School Crossing Guard at this location, and concluded that the intersection was operating safely and recommended that a School Crossing Guard not be assigned. This recommendation was approved by the Committee at the 1990 May 23, meeting. The Traffic Department has concluded that conditions have not changed at this location in the past year, and for the above mentioned reasons recommends that a School Crossing Guard not be assigned to the intersection of Sanatorium Road and Rice Avenue at this time.


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SANATORIUM
ROAD
LESLIE
AVENUE
EDGEWOOD
AVENUE
SANDRINGHAM
AVENUE
DRIVE
WEST
ROAD
RICE
AVENUE
MOLBROOK
DRIVE
SANATORIUM
DRIVE

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1992

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON
OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL: 546-2700
FAX: 546-2095

1992 October 15

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 October 19
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATION** (9:30 o'clock a.m.)

   Intersection of High Street and Idlewood Avenue
   Intersection Control - Alderman T. Jackson

URBAN MUNICIPAL
OCT 1 [illegible]
GOV[illegible]MENT DOCUMENTS

2. **CONSENT AGENDA**

3. **DIRECTOR OF PUBLIC WORKS**

Petitions Against/Local Improvement Projects

1. Upper Paradise Road, west side
from Stone Church Road to approximately 138 m southerly

2. Limeridge Road, north side from 400 m east of
Upper Wellington Street to approximately 127 m easterly

(Tabled from 1992 September 21 Transport and Environment Committee meeting)

4. **COMMISSIONER OF TRANSPORTATION SERVICES**

New West Mountain Twin Pad Arena
Chedmac Drive
- Servicing Cost

5. **DIRECTOR OF PROPERTY**

(a) Expropriation of Part of 631 Rymal Road West
from Russell and Muriel McCrory for Roadway Purposes

(b) Acquisition of Land required for roadway purposes -
Gagliano Gardens Addition, Extension of Eaglewood Drive

6. **DIRECTOR OF TRAFFIC SERVICES**

(a) Intersection Control - Broker Drive and Brentwood Drive

(b) School Crossing Guard - King Street East and Greenhill Avenue/Owen Place

7. **CITY CLERK**

(a) Resolution from the Regional Municipality of Waterloo
- New legislation for beverage containers
(referred from City Council 1992 September 29)

(b) Janet Court Walkway Closure
(referred from City Council 1992 September 29)

8. **OTHER BUSINESS**

9. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Parking Prohibition Greenhill Avenue between Vienna Street and Pavarotti Court	1991 October 21	Alderman D. Agostino	Tabled
2.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. Main, Director of Traffic Services Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
3.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. Main Director of Traffic	Report Pending Public Meeting
4.	Intersection of Sterling Street and Dalewood Crescent	1992 July 20	Alderman M. Kiss Mr. M. Main, Director of Traffic	Tabled - Prepare Report
5.	Corner Clearances - Intersection of Marion Avenue South and South Oval	1992 August 17	Mr. M. Main Director of Traffic	Report Pending - 6 months February, 1993
6.	Intersection of Bowman and Sussex Streets - Safety Issue	1992 August 17	Mr. D. Lobo, Director Public Works Dept. Mr. M. Main, Director of Traffic	Prepare Report
7.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Alderman M. Kiss Mr. M. Main, Director of Traffic	Tabled
8.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Alderman M. Kiss Mr. M. Main, Director of Traffic	Tabled
9.	School Crossing Guard - Bendemere Avenue and Upper Paradise Road	1992 September 21	Alderman D. D'Amico	Tabled
10.	Parking Regulations - Bond Street South between Marion Avenue South and Main Street West	1992 September 21	Alderman M. Kiss	Tabled
11.	School Crossing Guard - intersection of Melvin and Brunswick	1992 September 21	Alderman D. Wilson	Report Back

Kevin C. Christenson, Secretary

1992 October 15

1

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 24

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of High Street and Idlewood Avenue - Intersection Control. [TEC-165-92]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of High Street and Idlewood Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Idlewood Avenue at High Street would result in additional motor vehicle operating costs in the order of $10,000.00 per year.

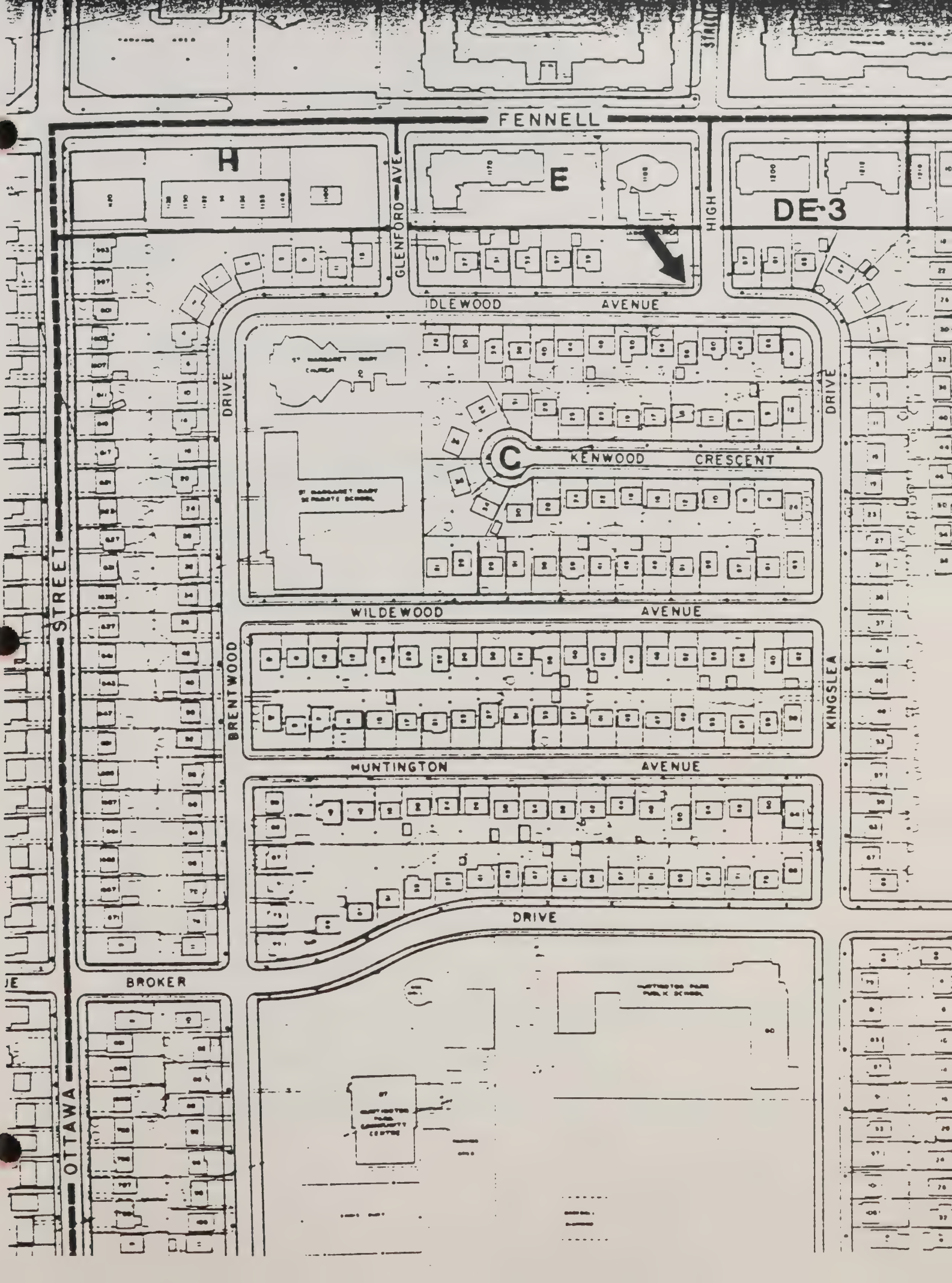
BACKGROUND:

Alderman Tom Jackson recently asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of implementing three-way stop control at the intersection of High and Idlewood. No specific concerns were given regarding the operation of this intersection.

Presently, there is a three-way stop at Glenford and Idlewood which is only approximately 500 feet west of the subject intersection. Also, there is a 90 degree turn in the roadway only 150 feet east of the subject intersection. The Traffic Department would consider an additional stop on Idlewood at High to be over-restrictive and unnecessary.

The Traffic Department has assessed this request and has the usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for three-way stop control at this intersection.

MH/ca


FENNELL
H
E
DE-3
GLENFORD AVE
HIGH
IDLEWOOD AVENUE
DRIVE
DRIVE
C
KENWOOD CRESCENT
WILDEWOOD AVENUE
STREET
BRENTWOOD
KINGSLEA
HUNTINGTON AVENUE
DRIVE
BROKER
OTTAWA

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 October 19
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1992 September 21

B. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP

i. Incorporating Certain Lands into Various Streets By By-law
Claudette Gate, Upper Wentworth Street, Arrowhead Drive

ii. Incorporating Certain Lands into Various Streets By By-law
Highridge Avenue, Ewen Road, Rifle Range Road

iii. Amend By-law No. 92-177 to close and to authorize the sale
of the Public Walkway, north of Larch Street

iv. Encroachment Agreements - 66 Erie Avenue, 151 Glendale,
168 Grace Avenue, 169 Burris Street

v. Encroachment Agreement - 100 Pearl Street North

vi. 1992 Annual Overload Permit Dofasco Incorporated

vii. Banner Application - National Conference of Disaster Management

viii. Banner Application - Canadian Christian Festival

ix. Temporary Street Closure - Jackson Street between Hughson and James Sts.

x. Temporary Street Closure - Hughson Street between Main and King Streets

xi. 1992 Servicing Expenditures related to Subdivisions

xii. Discharge of Encroachment Agreement, 109 - 111 Pearl Street North

C. **DIRECTOR OF TRAFFIC SERVICES**

i. **School Bus Loading Zone**

(a) Wildewood Avenue adjacent to St. Margaret Mary School

(b) Maplewood Avenue, west of Springer Avenue

ii. **Parking Regulations**

(a) Cochrane Road

(b) North Side of Robert Street, east side of Cathcart Street

(c) No. 46 Tom Street - Request for a reserved "Permit Parking" space for a disabled resident

(d) Apartment Building at No. 78 Duke Street - Application for a Time Limit Exemption Permit

(e) Apartment Building at No. 209 James Street North - Application for a Time Limit Exemption Permit

(f) No. 149 Gibson Avenue - Request for a reserved "Permit Parking" space for a disabled resident

(g) No. 248 Gibson Avenue - Discharge of Residential Boulevard Parking Agreement

iii. **Corner Clearance**

(a) Intersection of David Avenue and Fennell Avenue East

(b) West side of Organ Crescent, South of Fennell Avenue East

iv. **Intersection Control**

(a) Nightingale Street and Steven Street

(b) Ford Street and Grove Street

(c) Unsworth Drive and Lancing Drive/Hempstead Drive

D. **DIRECTOR OF PUBLIC WORKS**

Increase cost for three Local Improvement Projects

E. **MANAGER OF PURCHASING**

i. Supply and Delivery of Screened Sand

ii. Supply and Delivery of Sodium Chloride

F. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

i. Ontario Good Roads Association 1993 Annual Conference

ii. Pollution Prevention Exposition and Conference

Monday, 1992 September 21
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:
Alderman H. Merling Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman D. Wilson
Alderman F. Eisenberger
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman D. Ross
Alderman D. Agostino
Alderman B. Charters
Ms. B. Price, Hamilton Safety Council
Ms. L. Orban, Board of Education
Ms. S. Wilson, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. R. Meiers, Department of Public Works
Ms. J. McNeilly, Department of Public Works
Mr. M. F. Main, Director of Traffic Services
Mr. M. Hazell, Traffic Department
Mr. M. Watson, Property Department
Mr. R. Buckle, Property Department
Mr. G. Aston, Roads Department
Mr. N. Catalano, Department of Economic Development
Mr. D. Fasching, CleanSoils Limited
Mr. J. Ayres, CleanSoils Limited
Mr. L. Russell, Linwold Wastewater Systems
Mr. K. Robson, Linwold Wastewater Systems
Mr. D. MacDonald, Linwold Wastewater Systems
Mr. K. Schroeder, Linwold Wastewater Systems
Ms. J. Davenport, Beasley Neighbourhood Association
Mr. J. Drake, Beasley Neighbourhood Association
Mr. K. Hastings, Beasley Neighbourhood Association
Mr. J. Macaluso, Central/Beasley P.R.I.D.E. Committee
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Harbour Cleanup - Linwold Wastewater Systems**

The Committee was in receipt of correspondence dated 1992 September 9 from Linwold Wastewater Systems entitled "Proposal for the Recultivation of the Waters of Hamilton Harbour of Lake Ontario, Canada". A delegation made up of Mr. L. Russell, Mr. K. Schroeder, Mr. D. MacDonald and Mr. K. Robson appeared before the Committee and reviewed the Linwold Proposal to recultivate the waters of Hamilton Harbour through an aeration technique. The delegation informed the Committee that the cleanup process would take approximately 3 years and cost in the neighbourhood of $2 million. Further, the Committee was informed that this procedure had been used in 27 lakes in Europe to successfully improve the water quality of polluted lakes. Alderman Kiss requested Linwold personnel to forward documentation respecting the effect that this process had had on the European lakes which were treated with this method.

Following discussion, the Chairman thanked the delegation and requested that the Committee be kept informed of the progress made by Linwold in the implementation of this project.

(b) **Provision of Parking at Beasley Park - Central/Beasley P.R.I.D.E. Program**

The Committee was in receipt of a report dated 1992 September 15 from the Director of Public Works respecting the provision of parking at Beasley Park, Central/Beasley P.R.I.D.E. Program. Mr. Pavelka reviewed the report and its recommendation. Alderman Agro informed the Committee that those residents whose properties abut Beasley Park had been promised parking from the outset of discussions regarding the Park design. He stated that the staff proposal for parking on Elgin Street was unacceptable to the area residents and that a more suitable location was adjacent to the north-south alleyway, immediately east of Cannon Knitting Mills.

Mr. Jim Drake appeared before the Committee and reiterated that the residents prefer the parking alternative on the north/south alleyway. Mr. Joe Macaluso addressed the Committee and stated that he favours the staff recommendation of cul-de-sac parking and that utilizing park property for residential parking is setting a bad precedent.

Following further discussion, the Committee approved the following recommendation:

(a) That a 9.5 m by 14 m gravel parking area for five vehicles belonging to residents of 136 to 144 Cannon Street East be constructed on the east side of the north-south public assumed alley, approximately 47 m south of Cannon Street between Mary and Elgin Streets.

(b) That the item be referred to the Parks and Recreation Committee for consideration.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1992 August 17 were adopted as circulated to the Committee.

B. DIRECTOR OF TRAFFIC SERVICES

(a) **Intersection Control**

i. **Rosslyn Avenue North between Barton Street East and Dalhousie Avenue**

The Committee was in receipt of a report dated 1992 August 18 from the Director of Traffic Services respecting intersection control at the intersection of Rosslyn Avenue North between Barton Street East and Dalhousie Avenue.

The Committee approved the following recommendation:

(a) That the existing yield signs for westbound traffic on Dalkeith Avenue, Craigmuller Avenue and Cluny Avenue at Rosslyn Avenue North be replaced with stop signs; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Unsworth Drive and Lancing/Hempstead Drive**

The Committee was in receipt of a report dated 1992 August 12 from the Director of Traffic Services respecting the intersection of Unsworth Drive and Lancing/Hempstead Drive.

The Committee approved the following recommendation:

(a) That eastbound traffic on Unsworth Drive be required to stop for northbound traffic on Lancing Drive and southbound traffic on Hempstead Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Intersections of Florence, Market and Napier Streets at Ray Street**

The Committee was in receipt of a report dated 1992 August 21 from the Director of Traffic Services respecting the intersections of Florence, Market and Napier Streets at Ray Street.

The Committee approved the following recommendation:

(a) That eastbound traffic on Florence Street be required to stop for northbound and southbound traffic on Ray Street; and

(b) That westbound traffic on Market Street be required to stop for northbound and southbound traffic on Ray Street; and

(c) That the existing eastbound and westbound stop control at the intersection of Ray Street and Peter Street be switched such that northbound and southbound traffic on Ray Street would be required to stop for eastbound and westbound traffic on Peter Street; and

(d) That a "No Stopping" regulation be implemented on the west side of Ray Street commencing at Napier Street and extending to a point 83 feet northerly therefrom; and

(e) That a "No Stopping" regulation be implemented on the west side of Ray Street commencing at Napier Street and extending to a point 42 feet southerly therefrom; and

(f) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **Intersections of Lawnhurst Drive and Lawnview Drive, Ling Street and Lawnhurst Drive and Lesterwood Street and Ling Street**

The Committee was in receipt of a report dated 1992 August 28 from the Director of Traffic Services respecting the intersections of Lawnhurst Drive and Lawnview Drive, Ling Street and Lawnhurst Drive and Lesterwood Street and Ling Street.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Lawnview Drive and Lawnhurst Drive; and

(b) That southbound traffic on Ling Street be required to stop for eastbound and westbound traffic on Lawnhurst Drive; and

(c) That eastbound traffic on Lesterwood Street be required to stop for northbound and southbound traffic on Ling Street; and

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

v. **Intersection of High Street and Idlewood Avenue**

At the request of Alderman Jackson, the Committee agreed to table this item to the next meeting in order that a delegation could appear.

vi. **Berkindale Drive and Varga Drive**

The Committee was in receipt of a report dated 1992 August 24 from the Director of Traffic Services respecting the intersection of Berkindale Drive and Varga Drive.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Berkindale Drive and Varga Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Parking Regulations**

i. **Connaught Avenue North**

The Committee was in receipt of a report dated 1992 August 12 from the Director of Traffic Services respecting Connaught Avenue North.

The Committee approved the following recommendation:

(a) That the existing "Alternate Side Parking" regulation on Connaught Avenue North between Beechwood Avenue and the south end be replaced with a "No Parking" regulation on the west side and unrestricted free parking on the east side; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Bond Street South between Marion Avenue South and Main Street West**

At the request of Alderman Kiss, the Committee agreed to table the item to the next meeting in order that a delegation could appear.

iii. **Gurnett Gate between Gurnett Drive and Stone Church Road West**

The Committee was in receipt of a report dated 1992 September 1 from the Director of Traffic Services respecting Gurnett Gate between Gurnett Drive and Stone Church Road West.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the west side of Gurnett Gate between Gurnett Drive and Stone Church Road West; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **Apartment Building at 86 Tisdale Avenue South - Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1992 September 10 from the Director of Traffic Services respecting an application for a time limit exemption permit - apartment building at 86 Tisdale Avenue South.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six eligible applicants residing in the apartment building at No. 86 Tisdale Street South.

v. **Apartment Building at 66 Stinson Street**
- Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1992 August 27 from the Director of Traffic Services respecting an application for a time limit exemption permit - apartment building at 66 Stinson Avenue.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue upon request one Time Limit Exemption Permit to each of the first two eligible applicants residing in the apartment building at No. 66 Stinson Street.

vi. **No. 222 Fairfield Avenue - Request to Remove an Existing Reserved "Permit Parking" Space for a Disabled Resident from the west side of the Street**

The Committee was in receipt of a report dated 1992 August 28 from the Director of Traffic Services respecting 222 Fairfield Avenue - request to remove an existing reserved "Permit Parking" space for a disabled resident from the west side of the street.

The Committee approved the following recommendation:

(a) That the existing "Permit Parking" regulation on the west side of Fairfield Avenue, which commences at a point 173 feet north of Britannia Avenue and extends to a point 20 feet northerly therefrom be removed; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

vii. **No. 192 Walnut Street South - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 August 24 from the Director of Traffic Services respecting a request for a reserved "Permit Parking" space for a disabled resident at 192 Walnut Street South.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Walnut Street South commencing at a point 91 feet south of Forest Avenue and extending to a point 20 feet southerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Spero, No. 192 Walnut Street South; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

viii. **No. 52 Picton Street West - Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1992 August 12 from the Director of Traffic Services respecting a request for a reserved "Permit Parking" space at 52 Picton Street West.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Picton Street West commencing at a point 204 feet west of MacNab Street North and extending to a point 23 feet westerly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Victor Bango, No. 52 Picton Street West; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

ix. **Bay Street South between Aberdeen Avenue and Markland Street**

The Committee was in receipt of a report dated 1992 September 15 from the Director of Traffic Services respecting Bay Street South between Aberdeen Avenue and Markland Street.

The Committee approved the following recommendation:

(a) That a "No Stopping, 7:00 a.m. to 9:00 a.m., Monday to Friday" regulation be implemented on the east side of Bay Street South between Aberdeen Avenue and Markland Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(c) **New Bus Stops and Bus Stop Removal**

i. **Confederation Park Route**

The Committee was in receipt of a report dated 1992 September 8 from the Director of Traffic Services respecting new bus stops and bus stop removal for the Confederation Park Route.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company:

1. The following new bus stops be approved:

Route 56 Confederation Park

Inbound	-	Van Wagner's Beach Road, south side, 2,792 feet west of the centre line of Nash Road (M/B).
Inbound	-	Van Wagner's Beach Road, south side, 1,102 feet west of the centre line of Nash Road (M/B).
Outbound	-	Van Wagner's Beach Road, north side, 1,102 feet west of the centre line of Nash Road (M/B).
Outbound	-	Van Wagner's Beach Road, north side, 2,667 feet west of the centre line of Nash Road (M/B).

2. The following bus stop removal be approved:

Route 56 Confederation Park

Inbound	-	Van Wagner's Beach Road, south side immediately west of Nash Road (N/S).

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Upper Sherman Route**

The Committee was in receipt of a report dated 1992 September 8 from the Director of Traffic Services respecting new bus stops and removal of a bus stop from the Upper Sherman Route.

The Committee approved the following recommendation:

(a) That in accordance with the request by the Hamilton Street Railway Company:

1. The following new bus stops be approved:

Route 24 Upper Sherman

Outbound	-	Beaverton Drive, north side, 100 feet west of the centre line of Upper Sherman Avenue (M/B).
Outbound	-	Acadia Drive, west side, 446 feet south of the south curb line of Butler Drive (M/B).
Inbound	-	Acadia Drive, south side, 92 feet west of the centre line of Upper Sherman Avenue (M/B).

2. the removal of the following bus stop be approved:

Route 24 Upper Sherman

Inbound	-	Beaverton Drive, south side, 302 feet west of the centre line of Upper Sherman Avenue (M/B).

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Appointment of Parking Control Officers**

The Committee was in receipt of a report dated 1992 August 24 from the Director of Traffic Services respecting the appointment of parking control officers.

The Committee approved the following recommendation:

That in accordance with Section 15 (1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Gregory Bartolotta
Michael Disanza
Douglas Eldridge
Melissa Gould
Nicholas Valenti
Joanne Wigmore

(e) School Crossing Guards

i. **Emperor Drive and Upper Wentworth Street**

The Committee was in receipt of a report dated 1992 September 15 from the Director of Traffic Services respecting the assignment of a school crossing guard at the intersection of Emperor Drive and Upper Wentworth Street.

The Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Emperor Drive and Upper Wentworth Street during the morning and evening school crossing periods only on a permanent basis; and

(b) That the School Crossing Guard located at Upper Wentworth Street and Vickers Road be removed upon the installation of the traffic signal at Upper Wentworth Street and Franklin Road.

ii. **Bendamere Avenue and Upper Paradise Road**

At the request of Alderman D'Amico, the Committee agreed to table this item in order that a delegation appear at the next meeting.

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP

(a) **Banner Applications**

i. **Hamilton International Air Show**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Roads Department respecting a banner application for the Hamilton International Air Show.

The Committee approved the following recommendation:

That the application of A. Lutchin, agent for the Hamilton Air Show (150 King Street East, Hamilton) to display a promotional banner across Main Street West, in front of City Hall from Monday, 1993 June 14 to Monday, 1993 June 21 with the following message, be approved:

"Big 'V' Drug Stores Hamilton International Air Show"

ii. **FISU Women's Soccer (World University Games)**

The Committee was in receipt of a report dated 1992 September 9 from the Senior Director, Roads Department respecting a banner application for the FISU Women's Soccer (World University Games).

The Committee approved the following recommendation:

That the application of L. Vamos, agent for FISU Women's Soccer (World University Games) (McMaster University, Hamilton) to display a promotional banner across Main Street West in front of City Hall from 1993 July 5 to 1993 July 12, with the following message, be approved:

"World University Games - City of Hamilton and McMaster University Host the First Women's Soccer Championship - July 8 to 18"

iii. **Bank of Montreal in Hamilton - 150 Years**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Roads Department respecting a banner for the Bank of Montreal.

The Committee approved the following recommendation:

That the application of H. Russell, agent for the Bank of Montreal (1 James Street North, Hamilton) to display a promotional banner across Main Street West in front of City Hall from 1993 November 29 to 1993 December 6 with the following message, be approved:

"A Historic Celebration - Bank of Montreal in Hamilton - 150 Years"

iv. **World Figure Skating Champions, Victor Petrenko, Elizabeth Manley**

The Committee was in receipt of a report dated 1992 September 14 from the Senior Director, Roads Department respecting a banner application for Copps Coliseum/H.E.C.F.I.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of D. Vivien, agent for Copps Coliseum/H.E.C.F.I. (101 York Boulevard, Hamilton) to display a promotional banner across Main Street West in front of City Hall from 1992 September 28 to 1992 October 5 with the following message:

"World Figure Skating Champions Victor Petrenko, Elizabeth Manley
Copps Coliseum November 14"

v. **Incorporating Certain City Lands Into Various Streets By By-law**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Roads Department respecting the incorporation of certain City lands into various streets by by-law.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the street in order to complete the final street width or provide access to newly registered subdivision developments.

Acadia Drive	Parts 3 and 4	Plan 62R-10706
Emperor Avenue	Part 5	Plan 62R-10706
Harbottle Court	Block 13	Plan 62M-699
Fano Drive	Block 31	Plan 62M-644

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

vi. **Incorporating Certain City Lands Into Various Streets By By-law**

The Committee was in receipt of a report dated 1992 September 4 from the Senior Director, Roads Department respecting incorporating certain City lands into various streets by by-law.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the street in order to complete the final street width or provide access to newly registered subdivision developments.

Fairington Crescent	Parts 1 and 3	Plan 62R-10638
Artistic Boulevard	Block 11	Plan 62M-634

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

vii. **Encroachment Agreements**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Roads Department respecting encroachment agreements.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Appendix "A" attached hereto, be approved during the pleasure of City Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A", be set for the encroachments.

E. <u>DIRECTOR OF PROPERTY</u>

The Committee was in receipt of a report dated 1992 September 14 from the Director of Property respecting an offer to purchase to Bell Canada, part of 49 Stone Church Road West, Hamilton.

The Committee approved the following recommendation:

(a) That an Offer to Purchase, duly executed by the Purchaser Bell Canada (J. A. Edgar, Operations Manager, Real Estate) on 1992 August 28 and scheduled to close on or before 1992 November 23 for the lands described as part of Lot 15, Concession 8, in the former Township of Barton, being a parcel of land having a frontage of 20.72 metres (67.98 feet) more or less, along the southern limit of Stone Church Road West having a depth of 40.619 metres (133.264 feet) more or less, comprising an area of 839.68 square metres (9,038.53 square feet) more or less, shown as Part 2 and Part 3 on Plan 62R-11999, more particularly known as part of 49 Stone Church Road West. Part 2, Plan 62R-11999 will be subject to a right-of-way (for City access to Parts 4 and 5, Plan 62R-11999) in favour of the City of Hamilton, to be registered at the time of closing of this sale, be approved and completed and the funds derived from this sale of $80,000. be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).

(b) That a deposit cheque in the amount of $5,400. be held by the City Treasurer pending City Council approval.

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

***Alderman Wilson declared a conflict of interest as he is an employee of Bell Canada.**

F. DIRECTOR OF PUBLIC WORKS

i. **Petitions Against/Local Improvement Projects**

1. Upper Paradise Road, west side from Stone Church Road to Approximately 138 m southerly

2. Limeridge Road, north side from 400 m east of Upper Wellington Street to approximately 127 m easterly

At the request of Alderman D'Amico, the Committee agreed to table this item to the next meeting in order that the Ward Alderman could speak to the resident affected by this project.

ii. **Proposed Construction of an Independent Concrete Walk east side of Upper Sherman Avenue approximately 35 m north of Limeridge Road East to approximately 26 m northerly**

The Committee was in receipt of a report dated 1992 September 10 from the Director of Public Works respecting the proposed construction of an independent concrete walk east side of Upper Sherman Avenue approximately 35 m north of Limeridge Road East to approximately 26 m northerly.

The Committee approved the following recommendation:

(a) That the construction of an independent concrete sidewalk on the east side of Upper Sherman Avenue approximately 35 m north of Limeridge Road East to approximately 26 m northerly proceed as a local improvement pursuant to Section 11 of the Local Improvement Act at an estimated gross cost of $6,200. as provided in the 1992 portion of the 1992 - 2001 Capital Budget with a City's share of $4,102.40 and an Owner's share of $2,097.60.

(b) That the Finance and Administration Committee be requested to recommend a source of funds for this Capital project.

(c) That the Director of Public Works be authorized to construct these works once all the necessary approvals have been received.

G. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Conferences

i. **Air Waste Management Association**

The Committee was in receipt of a report dated 1992 September 16 from the Secretary, Transport and Environment Committee respecting the Air Waste Management Association Conference to be held from 1992 October 4 to October 6 in Orillia, Ontario.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Air Waste Management Association Annual Fall Meeting 1992 October 4 to October 6, Orillia, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

ii. **Environmental Solutions for Canadian Industry**

The Committee was in receipt of a report dated 1992 September 16 from the Secretary, Transport and Environment Committee respecting the Environmental Solutions for Canadian Industry Conference to be held 1992 October 20 to October 22 in Toronto.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Environmental Solutions for Canadian Industry Conference, 1992 October 20 to October 22, Toronto, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

iii. **Ontario Traffic Conference Workshop**

The Committee was in receipt of a report dated 1992 September 16 from the Secretary, Transport and Environment Committee respecting the Ontario Traffic Conference Workshop, 1992 October 25 to October 26, Cobourg, Ontario.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Ontario Traffic Conference Workshop, 1992 October 25 to October 26, Cobourg, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

iv. **Seventh Canadian Environmental Government Affairs Seminar**

The Committee was in receipt of a report dated 1992 September 16 from the Secretary, Transport and Environment Committee respecting the Seventh Canadian Environmental Government Affairs Seminar, 1992 November 9 to November 10 in Ottawa, Ontario.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Seventh Canadian Environmental Government Affairs Seminar, 1992 November 9 to November 10, Ottawa, Ontario

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

3. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP

i. **Decontamination of PCBs by PPM Canada Inc. for J I Case**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Environmental Services Department respecting the decontamination of PCBs by PPM Canada Inc. for J I Case.

The Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for J I Case at 450 Sherman Avenue North, Hamilton.

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment be waived so that the proposed work can be carried out as scheduled.

(c) That no specific permits are required for the proposed work.

***Alderman Kiss recorded as opposed to sub-section (b) above.**

ii. **Decontamination of PCBs by PPM Canada Inc. for Union Drawn Steel Company Ltd.**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Environmental Services Department respecting the decontamination of PCBs by PPM Canada Inc. for Union Drawn Steel Ltd.

The Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Union Drawn Steel Company Ltd., at 1350 Burlington Street East, Hamilton.

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment be waived so that the proposed work can be carried out as scheduled.

(c) That no specific permits are required for the proposed work.

***Alderman Kiss recorded as opposed to sub-section (b) above**

iii. **Decontamination of PCBs by PPM Canada Inc. for Hamilton Hydro-Electric System**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Environmental Services Department respecting the decontamination of PCBs by PPM Canada for Hamilton Hydro-Electric.

The Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for Hamilton Hydro-Electric System, 450 Nebo Road, Hamilton.

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment be waived so that the proposed work can be carried out as scheduled.

(c) That no specific permits are required for the proposed work.

***Alderman Kiss recorded as opposed to sub-section (b) above.**

iv. **CleanSoils Limited - Application for a Certificate of Approval for a Waste Disposal Site**

The Committee was in receipt of a report dated 1992 September 16 from the Senior Director, Environmental Services Department respecting CleanSoils Limited application for a Certificate of Approval for a Waste Disposal Site - Processing.

Following considerable discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment be advised that the City of Hamilton has no objection to CleanSoils Limited establishing the proposed waste disposal (processing) site at Pier 26 - Hamilton Harbour East Port Development in Hamilton provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City of Hamilton and Regional by-laws are complied with fully.

(b) That a copy of this report and the corresponding City Council resolution be submitted to the West Central Branch of the Ministry of the Environment for their consideration in the preparation of the Certificate of Approval which would apply to the development and operation of the facility proposed by the proponent.

v. **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 September 11 from the Senior Director, Roads Department respecting the 1992 Servicing Expenditures related to Subdivisions.

The Committee approved the following recommendation:

(a) That the portion of Section 35 of the EIGHTH Report of the Transport and Environment Committee for 1992 adopted by City Council on 1992 July 28 which refers to the approval of engineering schedules for "CLAUDETTE GARDENS - PHASE 1", Hamilton, be deleted.

(b) That the submitted schedule of works be adopted for inclusion in the subdivision agreement with the Owners for the estimated cost of services in:

"CLAUDETTE GARDENS PHASE 1", HAMILTON
City's Share - Nil Owner's Share - $190,768.88

(c) That approval of the above-noted clause be subject to the condition that no work has commenced on the installation of services except as provided for in Section (d) below.

(d) That in the event the Owners wish to proceed prior to registration of the Final Plan of Subdivision and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for preservicing.

(e) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement with the Owners of "Claudette Gardens - Phase 1", Hamilton.

(f) That the City of Hamilton grant a 6.0 metre wide sewer easement to the Region over Part 5 as shown on the draft reference plan prepared by MacKay, MacKay and Peters Limited, Ontario Land Surveyors in order to provide for sewer installations over a portion of City-owned parklands in connection with "Rymal Square Estates - Phase 3" in the Butler Neighbourhood.

(g) That the Mayor and the City Clerk be authorized and directed to execute the necessary documents to transfer the required sewer easement from the City of Hamilton to the Region for sewers being installed under "Rymal Square Estates - Phase 3", Hamilton.

4. CHIEF ADMINISTRATIVE OFFICER AND DIRECTOR OF PUBLIC WORKS

i. **Use of City Trucks to and from Work by Public Works Department Foreman**

The Committee was in receipt of a report dated 1992 September 11 from the Chief Administrative Officer and the Director of Public Works respecting the use of City trucks to and from work by Public Works Department Foreman.

Following considerable discussion, the Committee approved the following recommendation:

That Foremen in the Streets Division and the Parks Maintenance Section of the Public Works Department be authorized to utilize their trucks to drive between home and work on a daily basis at an annualized cost of approximately $3,750., on the understanding and agreement that:

(a) These Foremen will not receive payment for stand-by time during the summer months between April 15 and November 15; (an annualized cost of approximately $121,500.)

(b) These Foremen will not be submitting requests for overtime payment for incidental time (est. 1 hour) on a daily basis for opening and closing the streets yards, interruptions occurring during lunches, etc. (an annualized cost of approximately $179,100.)

Further, the Committee amended the recommendation by adding the following:

(c) This approval is on a one year trial basis and that the Director of Public Works report back to the Transport and Environment Committee on this issue in 1993 September.

5. DIRECTOR OF PUBLIC WORKS

Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance

The Committee was in receipt of a report dated 1992 September 15 from the Director of Public Works respecting policy and procedure - processing requests for boulevard parking and driveway approaches affecting trees on the road allowance.

The Committee approved the following recommendation:

(a) That the "Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance" attached hereto as Appendix "B", be approved.

(b) That the "Policy and Procedure - Processing Requests for Boulevard Parking and Driveway Approaches Affecting Trees on the Road Allowance" be forwarded to the Region and the Region be requested to consider adopting a similar program on regional roads within the City of Hamilton.

6. CITY CLERK

The Committee was in receipt of correspondence from the Office of the Regional Clerk respecting the policies for traffic control in hamlets and speed limits on rural Regional roads.

The Committee approved that the item be received.

7. ALDERMAN V. J. AGRO

Bay Street North from Barton Street to Cannon Street - Parking Regulations

Alderman Agro introduced the issue of overnight parking restrictions on Bay Street North from Barton to Cannon Streets.

Following considerable discussion, the Committee approved the following recommendation:

That the Regional Transportation Services Committee be requested to consider the elimination of overnight parking on Bay Street North from Barton Street to Sheaffer Street on a trial basis in the same way Regional Council approved a trial period for the elimination of overnight parking on Cannon Street.

8. ALDERMAN F. EISENBERGER

Installation of Stop Signs

The Committee was in receipt of a memorandum dated 1992 August 17 from Alderman F. Eisenberger respecting the installation of stop signs/environmental concerns.

Alderman Eisenberger expressed concern over the number of stop signs being approved by the Transport and Environment Committee and City Council at the request of Ward Aldermen which directly conflict with the staff reports being presented to the Committee. He stated that he would like the Transport and Environment Committee to address the vehicle emissions that are created when vehicles are forced to stop and idle at a stop sign and the safety of pedestrians and how they traverse our streets. He suggested that the Committee should investigate and address the process by which stop signs are implemented. Discussion ensued on individual cases being addressed by the Committee and either approved or denied on their individual merit.

Following considerable discussion, the Committee agreed to continue its practice of addressing the requests on an individual basis and further that the Director of Traffic Services provide the Committee with the copy of his report on stop signs dated 1991 July which was previously distributed to the Transport and Environment Committee.

9. ALDERMAN D. ROSS

School Crossing Guard - Intersection of Sanatorium Road and Rice Avenue

The Committee was in receipt of a report dated 1991 November 4 from the Director of Traffic Services respecting a school crossing guard at the intersection of Sanatorium Road and Rice Avenue.

At the request of Alderman D'Amico, the Committee agreed to table this item for a delegation at the next meeting.

10. OTHER BUSINESS

Alderman Wilson raised a concern with a crossing guard at the intersection of Melvin and Brunswick.

Following discussion, staff was directed to investigate on this problem and report back to the Committee.

11. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken an read and approved,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1992 September 21

2(B)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: September 25, 1992
S718-42/S718-62/S718-72 L. MacNeil

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
SEP 25 1992
CITY CLERKS

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Claudette Gate	Part 2	Plan 62R-
Upper Wentworth St.	Part 5&13	Plan 62R-11311
Arrowhead Drive	Parts 1&14	Plan 62R-11311

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill

E. M. Gill, P. Eng.

Cont'd ....

Cont'd ....

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Claudette Gate	Part of Block 144, Plan 62M-679, designated as Part 2 on Plan 62R-	N/A	To provide access from Lots 1-10, Plan 62M-708 to Claudette Gate as established by Plan 62M-679	S718-42
Upper Wentworth	Parts of Lots 8&9, Con. 1 (former geographic Township of Glanford), designated as Parts 5&13, Plan 62R-11311	N/A	To provide access & hook-up between Upper Wentworth St. as established by Plan M-678, and a soon to be registered plan of subdivision adjacent and to the south (commonly known as The Gardens of Rymal - Phase 2.	S718-62 S718-72

Cont'd .....

BACKGROUND ... Cont'd

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Arrowhead Drive	Parts of Lot 9, Con 1 (former geographic Township of Glanford) designated as Parts 1 and 14, Plan 62R-11311	N/A	To provide access to Arrowhead Drive (adjacent and to the north) as established by Plan 62M-678 and also access and hook-up to Upper Wentworth Street (soon to be established by By-Law and mentioned in the above paragraph.	S715-27

/ljm
Encl.

cc: Mr. F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 1 & 14, PLAN 62R-11311
INTO ARROWHEAD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Arrowhead Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Arrowhead Drive.

Parts of Lot 9, Concession 1, former geographic Township of Glanford, designated as Parts 1 and 14 on Plan 62R-11311.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 5 & 13, PLAN 62R-11311
INTO UPPER WENTWORTH STREET

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Upper Wentworth Street by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Wentworth Street.

Parts of Lots 8 and 9, Concession 1, former geographic Township of Glanford, designated as Parts 5 and 13 on Plan 62R-11311.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 2, PLAN 62R-
INTO CLAUDETTE GATE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Claudette Gate by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Claudette Gate.

Part of Parcel Reserves -1
Section 62M-679

Part of Block 144, Plan 62M-679, designated as Part 2 on Plan 62R- .

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

being part of the Parcel.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: October 5, 1992
S610-03/S610-01 H. Smith

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the following City lands be incorporated into the street as noted in Schedule 'A':

Highridge Avenue	Part 2	Plan 62R-9499
Ewen Road	Part 4	Plan 62R-11818
Rifle Range Road	Part 6	Plan 62R-11818

b) That the By-Law attached to this report to carry out the incorporation of the said lands into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd .....

Cont'd ....

BACKGROUND:

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated below.

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Highridge Avenue	Part of Lot 24, Con. 2, (former geographic Township of Saltfleet), designated as Part 2, Plan 62R-9499.	N/A	To provide access from Part 1, Plan 62R-9499 to Highridge Avenue as established by By-Law No. 90-174	S610-03 S610-01
Ewen Road	Part of Lot 55, Con. 1, (former geographic Township of Ancaster), designated as Part 4, Plan 62R-11818	N/A	To provide access & hook-up between 1stly and 2ndly of Ewen Road, as established by Township of Ancster By-Law No. 1222, registered as Instrument.No. 1256	S610-03

Cont'd .....

BACKGROUND ... Cont'd

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Rifle Range Road	Part of Lot 55, Con. 1 (former geographic Township of Ancaster) and part of Lot 23, Registrar's Compiled Plan No. 1478, designated as Part 6, Plan 62R-11818	N/A	To provide access and hook-up between 1stly and 2ndly of Rifle Range Road as established by City of Hamilton By-Law No. 7520, Registered as By-Law No. 1661	S610-03

/ljm
Encl.

cc: Mr. F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 6, PLAN 62R-11818
INTO RIFLE RANGE ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Rifle Range Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Rifle Range Road.

Part of Lot 55, Concession 1, former geographic Township of Ancaster, and part of Lot 23, Registrar's Compiled Plan No. 1478, designated as Part 6, Plan 62R-11818.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 4, PLAN 62R-11818
INTO EWEN ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Ewen Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Ewen Road.

Part of Lot 55, Concession 1, former geographic Township of Ancaster, designated as Part 4 on Plan 62R-11818.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PART 2, PLAN 62R-9499
INTO HIGHRIDGE AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Highridge Avenue by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Highridge Avenue.

Part of Lot 24, Concession 2, former geographic Township of Saltfleet, designated as Part 2 on Plan 62R-9499.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2(B)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: October 13, 1992

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Public walkway, north of Larch Street, Hamilton.

RECOMMENDATION:

a) That By-law No. 82-177 be repealed and a new By-Law for the closure and sale of the public walkway north of Larch Street be forwarded to City Council for enactment.

b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND

Due to the parcel registration changes in the Land Titles Office, the subject lands are now abstracted in "Parcel Public Walkway - 1", not in "Plan - 1" according to By-Law No. 92-177". It is therefore necessary to amend the by-law accordingly.

KML:ljm
Encl.

cc: F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO STOP-UP, CLOSE AND SELL THOSE PORTIONS OF PUBLIC WALKWAY BETWEEN LOTS 150 AND 151 PLAN 62M-89 (NORTH OF LARCH STREET)

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45 to stop-up, close and sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton in adopting item 18 of the 1st Report of the Transport and Environment Committee on October 29, 1991 authorized the City to stop-up, close and sell the public walkway, being more particularly described as Parts 1,2,3 and 4 on Plan 62R-8822.

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands.

AND WHEREAS Notice of the City's intention to pass this By-law has been published as required by Section 301 of The Municipal Act for the four consecutive weeks; namely, June 30, July 7, 14 and 21, 1992.

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to, or in support of this By-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The portions of the highway described as,

   Part of Parcel Public Walkways -1, Section M-89

   Being all of the 10' wide Public Walkway, lying between Lots 150 and 151, Plan M-89, designated as Parts 1,2,3 and 4 on Plan 62R-8822.

   City of Hamilton
   Regional Municipality of Hamilton-Wentworth
   being part of the Parcel.
   are hereby stopped and closed.

2. That an easement be granted to Mountain Cablevision Limited over that part of the closed alley, described as Parts 1 and 2, Plan 62R-8822.

3. (a) That the soil and freehold in the closed portions of the said public walkway, described as Parts 2 and 3 on Plan 62R-8822, be sold to Chris K. Rhora and Gwen A. Rhora (abutting owners on the east), or their successors in title, for the sum of $1.00, in accordance with the provisions of the Offer to Purchase dated March 24, 1992,

   that (b) Parts 1 and 4, Plan 62R-8822 be offered for sale to Robert and Beverly Turnbull (abutting owners on the west), or their successors in title, for the sum of $1.00. Should the Option to Purchase not be exercised by the Turnbulls within 21 days of the passing of this By-Law, then the said Parts 1 and 4, 62R-8822 shall be sold to Chris K. Rhora and Gwen A. Rhora will have the right to Purchase.

4. That By-Law No 92-177 is hereby repealed.

5. This By-Law shall come into force and effect on the date of registration in the Land Registry Office for the Registry Division of Hamilton-Wentworth.

PASSED this 27th day of October A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2 GX(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 25
T103-51 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

RECEIVED
SEP 25 1992
CITY CLERKS

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:
cc: A. Ross, City Treasurer

SCHEDULE 'A'

Council Date: October 13, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
66 Erie Avenue N.	Steps measuring 3.5' X 4.5'	David A. Stevens 161 King Street West Dundas, Ontario L9H 1V3	$105.00/20.00	T103-50 (898)
151 Glendale Avenue N.	Steps measuring 0.75' X 3.5'	Edward F. Cain 340 Main Street East Hamilton, Ontario L8N 1J1	$112.00/20.00	T103-50 (1003)
168 Grace Avenue	Stairway measuring 1.75' X 10.0' onto Knox Avenue	Witten Renovations Inc. 495 Woodward Avenue Hamilton, Ontario L8H 6N6	$112.00/20.00	T103-50 (1016)
169 Burris Street	Wood Steps measuring 1.74' X 3.05'	J. W. Homer Waller & Homer 241 King Street West Hamilton, Ontario L8P 1A7	$112.00/20.00	T103-50 (1019)

2(B)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 9
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreement

RECOMMENDATION:

That the application to retain inadvertent encroachment at the location outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owner enter into an agreement satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreement.

c) That the first year fee and subsequent annual fee outlined in Schedule "A" be set for the encroachment.

Ted Gill

E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreement

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. Council has allowed these types of encroachments in the past.

MJP:
cc: A. Ross, City Treasurer

SCHEDULE 'A'

Council Date: October 27, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
109 Pearl Street N.	Portion of building on Florence Street measuring 0.05m x 3.93m on Pearl Street measuring 0.28m x 13.07m	Pelech, Otto & Powell P.O. Box 91206 Hamilton Ontario L8N 4G4	$112.00/20.00	T103-50 (976)

2(BXvi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 23
T103-14 L. Ryan

RECEIVED
SEP 25 1992
CITY CLERKS

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1992 Annual Overload Permit
Dofasco Incorporated

RECOMMENDATION:

a) That in accordance with By-Law 89-72, that Dofasco Incorporated be given an Annual Overload Permit for the year 1992 for one (1) single unit truck to travel upon Ottawa Street North, Industrial Drive and Burlington Street; and,

b) That of the $1137.00 total carrying fee, 4% or $45.48 be credited to City Account No. 25827011 (Overload Permit Fees) and that 96% or $1091.52 be credited to Regional Account No. 46025-301502 (Overload Agreements).

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

One (1) vehicle carrying five (5) tonnes overload at the 1992 $218.00 overload charge per tonne results in a carrying fee of $1137.00. An Administrative charge of $47.00 is included in this fee. Of this total, 4% or $45.00 relates to City streets and 96% or $1091.52 relates to Regional roads.

Cont'd ....

1992 Annual Overload Permit
Dofasco Incorporated

Cont'd ....

BACKGROUND:

We have received a request from Dofasco Incorporated for an Annual Overload Permit for one (1) Dofasco Dumpster to haul Ammonium Sulphate from Dofasco along Ottawa Street North, Industrial Drive, Burlington Street then via a private roadway to Pier 14. A maximum of three trips per day will be made.

We have reviewed the vehicle and in accordance with By-Law R89-72 and the related current regulations of the Highway Traffic Act, find that the overload and the related permit fee is as follows:

One (1) vehicle - five (5) tonnes overload at $218.00 per tonne plus a $47.00 administrative charge = $1137.00.

:lr

cc: R. Pietroniro, Regional Finance
T. Daw, Manager of Revenues, City Treasury

2(a)(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 16
M. Preston T103-37

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

RECEIVED
SEP 25 1992
CITY CLERKS

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
National Conference on Disaster Management

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of J. Moffatt, agent for the National Conference on Disaster Management (119 King Street West, C.A.O. Office, Hamilton) to display a promotional banner across Main Street West in front of City Hall from October 5, 1992 to October 12, 1992, with the message **"3rd National Conference on Disaster Management, Hamilton Convention Centre, October 20-23, 1992 "**.

..

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request was received from the National Conference on Disaster Management to erect a promotional banner over Main Street West in front of City Hall from October 5, 1992 to October 12, 1992.

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 applied to this application. This application was presented to your Committee because the organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

..

Enc.
MJP:

cc: H. Reinhold, Public Works Department

2(B)(viii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 5
M. Preston T103-37

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Banner Application
Canadian Christian Festival

RECOMMENDATION:

That the application of L. Powell, agent for the Canadian Christian Festival (120 King Street West, Hamilton L8P 4V2), to display a promotional banner across Main Street West in front of City Hall from June 20, 1994 to June 27, 1994, with the message **"Canadian Christian Festival IV - Copps Coliseum June 23-26 - Sharing the Joy"**, be approved.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Canadian Christian Festival to erect a promotional banner over Main Street West in front of City Hall from June 20, 1994 to June 27, 1994.

The policy guidelines and conditions as approved by Council on October 29, 1985 and January 13, 1987 will apply to this application. This application is being presented to your Committee because the organization has never erected a banner before and Council direction is that new applicants be reviewed by Council the first time through the process.

MJP:

cc: H. Reinhold, Public Works Department

2(B)(ix)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: October 5, 1992
T103-23 (1) M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of Jackson Street Between Hughson Street and James Street
Hamilton "Y" Harriers Running Race

RECOMMENDATION:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of E. Hicken, agent for the Hamilton "Y" Harriers (RR# 1, Canfield, Ontario) to temporarily close Jackson Street between Hughson Street and James Street, from 11:30 a.m. to 2:30 p.m. on Sunday November 1, 1992, subject to the following conditions:

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Hamilton "Y" Harriers Race

Cont'd...

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

E. Hicken, agent for the Hamilton "Y" Harriers, requested the closure of Jackson Street between Hughson and James for a running race, held on Sunday November 1, 1992 from 11:30 am to 2:30 pm.. The closure was requested to provide a marshalling area for the one thousand participants expected.

This annual event was run with the help of experienced volunteers and 40 officers from Regional Police Services. The $4500. cost for police was covered by the Regional account for special events held on Regional road allowance.

The Downtown Churches Association was notified of the event and the race was scheduled for a time which did not conflict with their services.

As proper barricading and marshalls were present, and as Regional Police Services provided proper detours routes and as Council has approved this event in the past, this Department was in favour of the event.

MJP:

cc: Staff Sgt. M. Heddle, Regional Police Department
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

2(B)(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 25
T103-23 (5) M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Temporary Closure of Hughson Street
Between Main Street and King Street
Pumpkin Patch Festival

RECOMMENDATION:

That the application of D. Carpenter, agent for the Downtown Hamilton B.I.A. (P.O. Box 91045, Effort Square Postal Outlet, Hamilton), to temporarily close Hughson Street South between King Street East and Main Street East, from 7:00 a.m. to 5:00 p.m. on Saturday October 31, 1992 be approved, subject to the following conditions:

i) That approval from the Regional Police Services be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability, and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

Cont'd...

Pumpkin Patch

Cont'd...

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The City of Hamilton Traffic Department will incur costs of $150.00 for one "Temporary Road Closure" sign. This amount will be paid by the applicant.

BACKGROUND

D. Carpenter, agent for the Downtown Hamilton B.I.A., has requested the closure of Hughson Street South between Main Street and King Street on Saturday October 31, 1992 from 7:00 am to 5:00 pm. to hold the annual Pumpkin Patch festival. This closure will be in conjunction with the closure of the south leg of King Street between John and James, which has received Regional Council approval.

The closure is requested to hold a celebrity pumpkin carving contest and proposed skateboard demonstrations.

City of Hamilton Traffic Department will post one "Temporary Road Closure" sign at Hughson Street, on the east side, north of Main Street, at a cost of $150.00. The cost for the sign will be paid for by the applicant.

As Regional Police Services and Hamilton Street Railway can provide appropriate detour routes, and as Council has approved this event in the past, this Department is in favour of the event.

MJP:

cc: Staff Sgt. M. Heddle, Regional Police Services
cc: D. Lobo, Director of Public Works
cc: M.F. Main, Director of Traffic Services

2(8)(x)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 13
S705-33 (P. Strong)
S715-21 (M.J. Inrig)

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director

SUBJECT: **1992 Servicing Expenditures Related to Subdivisions**

RECOMMENDATION:

a) i) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in;

"EDAN HEIGHTS - PHASE 3", Hamilton

City's Share $ 2,250.00 Subdivider's Share $ 45,299.82

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Edan Heights -Phase 3", Hamilton.

iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

iv) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into standard agreement with the City of Hamilton for pre-servicing.

v) That the City's share for services in "Edan Heights - Phase 3, Hamilton ($2,250.00) be approved and that the Finance and Administration Committee recommend the source of funding for this project.

Cont'd...

October 8, 1992

1992 Servicing Expenditure Related to Subdivisions

Cont'd...

b) i) That the portion of Item 8 of the Transport and Environment Committee Report 14-91 adopted by City Council at its meeting of October 8, 1991, which authorized the City to grant an Easement to the Region over Parts 3 and 7, shown on Plan 62R-11417, be deleted.

ii) That the City of Hamilton grant a 12.0 metre wide sewer easement to the Regional Municipality of Hamilton-Wentworth over City lands shown as Parts 2, 7, 9 and 10, on Plan 62R-12302, for $ 1.00, in order to provide for sewer connections between Summerfield at the Orchards Subdivision, to the west, and Orchard Park Estates, to the east, and that the Mayor and City Clerk be authorized and directed to execute the necessary documents.

iii) That the Director of Property be authorized and directed to prepare the necessary documents to transfer the sewer easement to the Region.

E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

"EDAN HEIGHTS - PHASE 3"

The total estimated cost of the City's share of services to be approved at this time is $ 2,250.00.

The City's share for services being installed is 50% of the cost of street lighting along the existing road allowance, Acadia Drive.

The cost sharing between the City and the owner are in accordance with current City of Hamilton cost sharing policies, and there will be no recovery of the monies in the future for the City's share of costs for this subdivision.

"ORCHARD PARK ESTATES - PHASE 1"

There are no financial costs to the City associated with the recommendations for this development.

Cont'd...

S705-33 S715-21

1992 Servicing Expenditure Related to Subdivisions
Cont'd...

BACKGROUND:

"EDAN HEIGHTS - PHASE 3"

Clause 14 (a) of the Twelfth Report of the Planning and Development Committee as adopted by City Council at its meeting held June 26, 1990, recommended that a Subdivision Agreement be entered into between the City and the Owner (603976 Ontario Limited). Phase 3 of this development will result in the creation of seventeen (17) single family lots (see Schedule "A" attached). This development is located in the Butler Neighbourhood south of Cartier Crescent on Acadia Drive. The City's share for services being installed under this subdivision is for 50% of the cost of street lighting along the existing road allowance, Acadia Drive.

"ORCHARD PARK ESTATES - PHASE 1"

As a condition of draft plan approval, the developer for Orchard Park Estates subdivision (Starward Homes Ltd.) is required to construct sewers over an easement through City lands in order to provide an outlet to lands to the west, known as "Summerfield at the Orchards" subdivision.

The original alignment was a straight 12 metre wide easement between the two subdivisions over City lands shown as Parts 3 and 7 on Plan 62R-11417. However, as it is the intention of the City to preserve a natural treed park in the Gourley Planning Neighbourhood, the alignment of the easement was shifted to the north in an effort to save as many trees as possible. The new alignment proposed by the Parks Division of the Public Works Department for the sewer easement was accepted by the residents of the Gourley Planning Neighbourhood and is shown as Parts 2,7,9 and 10 on Plan 62R-12302.

This report merely provides the City's signing officers and staff with authority to execute an easement agreement and prepare the necessary documents, respectively, over the lands specifically shown as Parts 2,7,9 and 10 on Plan 62R-12302 as the previous authority granted by Council was specifically for Parts 3 and 7 on Plan 62R-11417.

The lands for the easement are located in the Gourley Planning Neighbourhood, north of Stone Church Road West and west of Chesley Street, Hamilton.

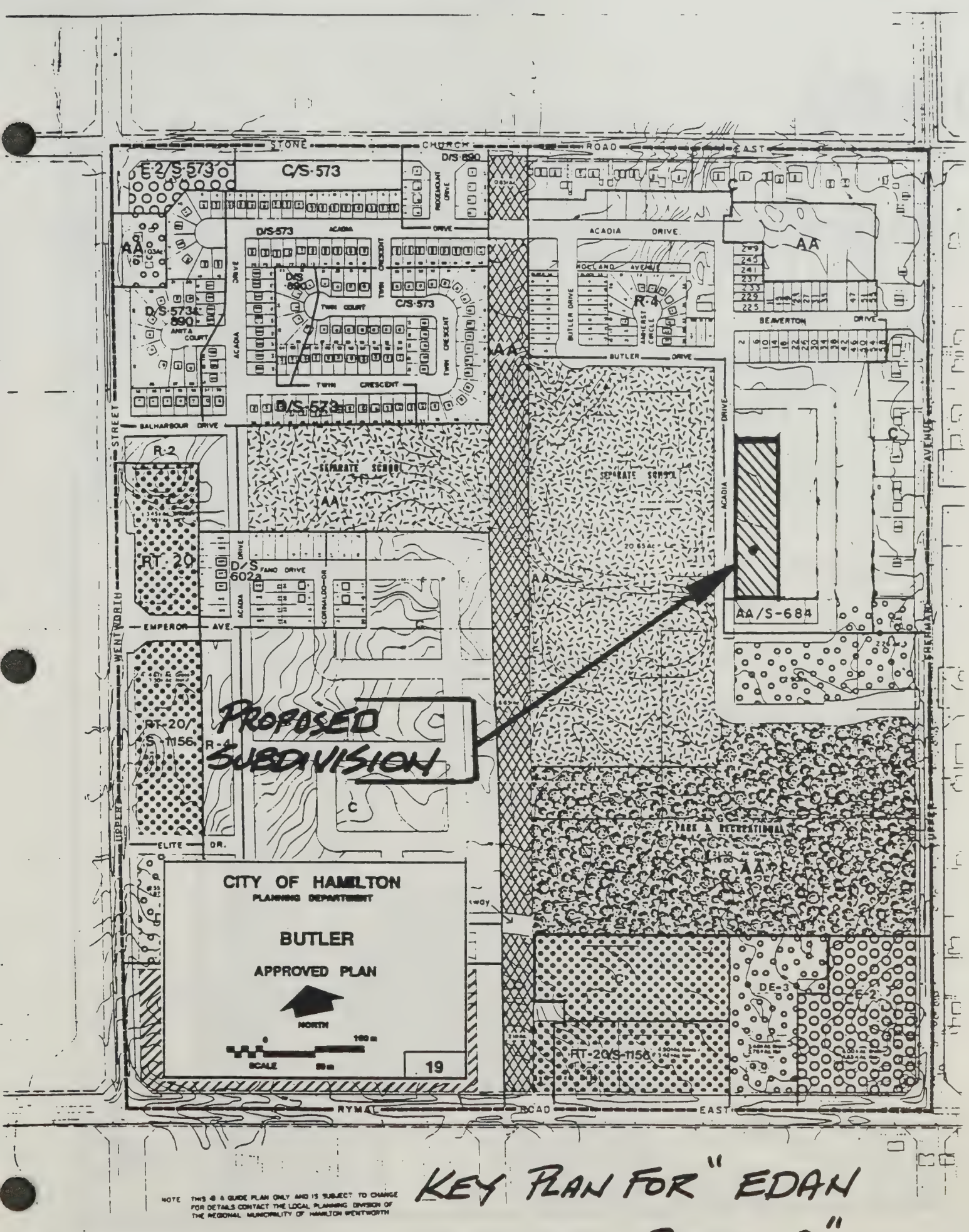
PS/MJI
cc: A. C. Ross, City Treasury Department
cc: M. Watson, Real Estate Division, City Property Department
cc: K. Lau, Survey Section, Regional Roads Department
cc: Alderman Don Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

1992 SUBDIVISION EXPENDITURE SUMMARY

Name of: SUBDIVISION / DEVELOPER / CONSULTANT / SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
EDAN HEIGHTS - PHASE 3 603976 ONTARIO LIMITED Urbex Engineering Ltd. A. J. Clarke, O.L.S. (Dept. File: S705-33)	17 Lots Hamilton	Item 14(a) P.D. 12-90 90-06-26	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Dead End Barricade	$0.00	$0.00			
			Street Lighting	$0.00	$2,250.00	$2,250.00	$45,299.82	$47,549.82
TOTALS:				$0.00	$2,250.00	$2,250.00	$45,299.82	$47,549.82

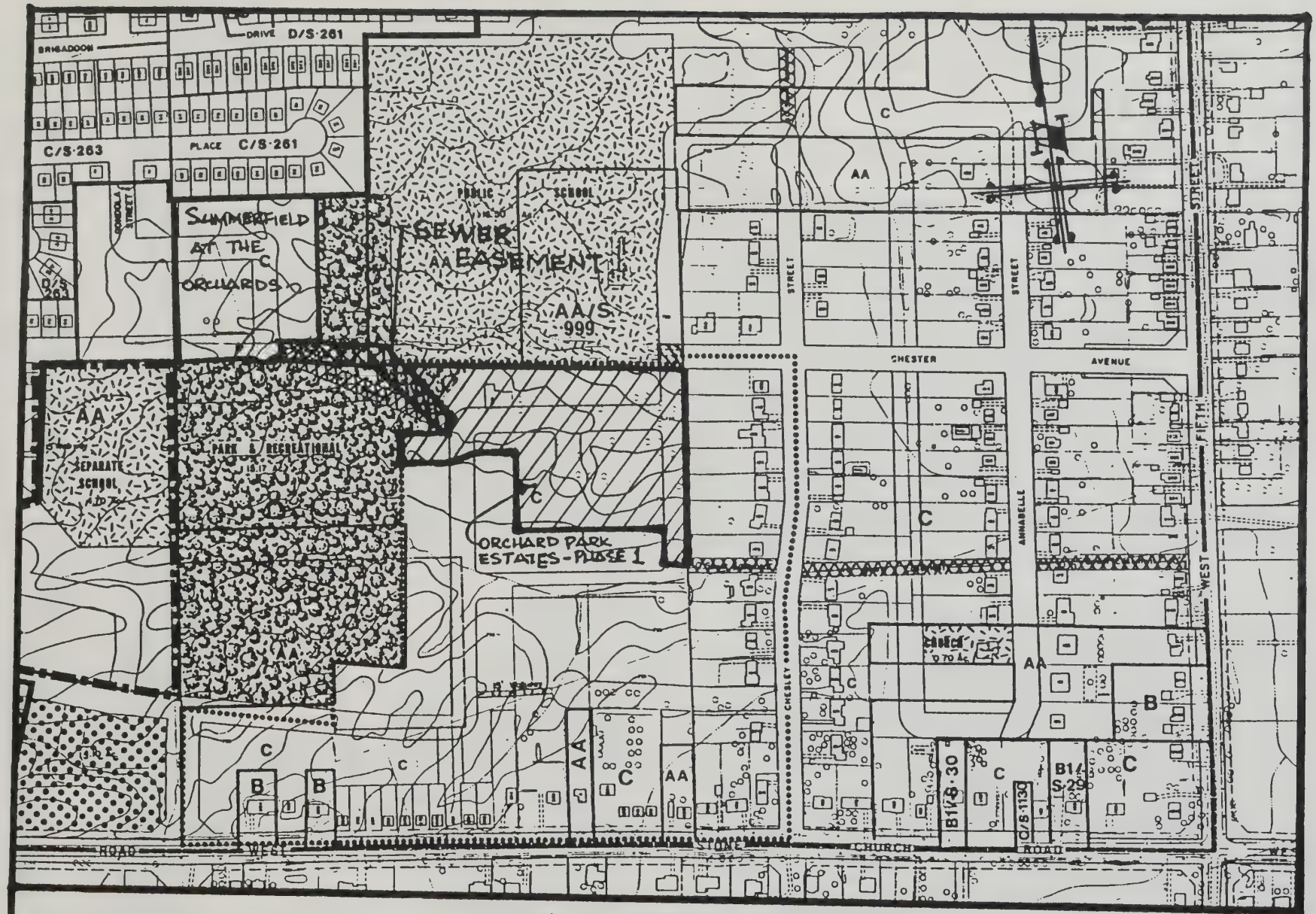
Schedule "A"

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



NOTE THIS IS A GUIDE PLAN ONLY AND IS SUBJECT TO CHANGE FOR DETAILS CONTACT THE LOCAL PLANNING DIVISION OF THE REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH

KEY PLAN FOR "EDAN HEIGHTS - PHASE 3"



KEY PLAN

N.T.S.

GOURLEY

APPROVED PLAN

2(B)(xii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 30
T103 52 (109) J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Encroachment Agreement
109-111 Pearl Street North

RECOMMENDATION:

(a) That the Encroachment Agreement for 109-111 Pearl Street North, registered as Instrument No. 4797810C.D., be discharged;

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 4797810C.D., and in a form satisfactory to the Law Department;

Ted Gill
E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

cont'd...

Discharge of Agreement
109-111 Pearl Street North

cont'd...

BACKGROUND:

Mr. J. Powell (149 Main Street East, Hamilton L8N 4G4) solicitor for the owner of 109-111 Pearl Street North has requested that the Encroachment Agreement between the City of Hamilton and K. Duncan In Trust, dated June 29, 1988 and Registered as Instrument Number 4797810C.D. be discharged.

The owner has made application to the Land Division Committee to sever 109-111 Pearl Street North. A condition of that application is that the owner enter into an encroachment agreement with the City for 109 Pearl Street only, thereby releasing 111 Pearl Street from the previously approved Agreement.

Since the property will be severed and the encroachment is contained solely on the property of 109 Pearl Street North, this Department has no objection to this request.

JKC

cc: A. Ross, Treasury Department

Legislative

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
SEP 25 1992
CITY CLERKS

SUBJECT:

School Bus Loading Zone on Wildewood Avenue adjacent to St. Margaret Mary School. **(TEC-182-92)**

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Wildewood Avenue commencing at a point 101 feet east of Brentwood Drive and extending to a point 165 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

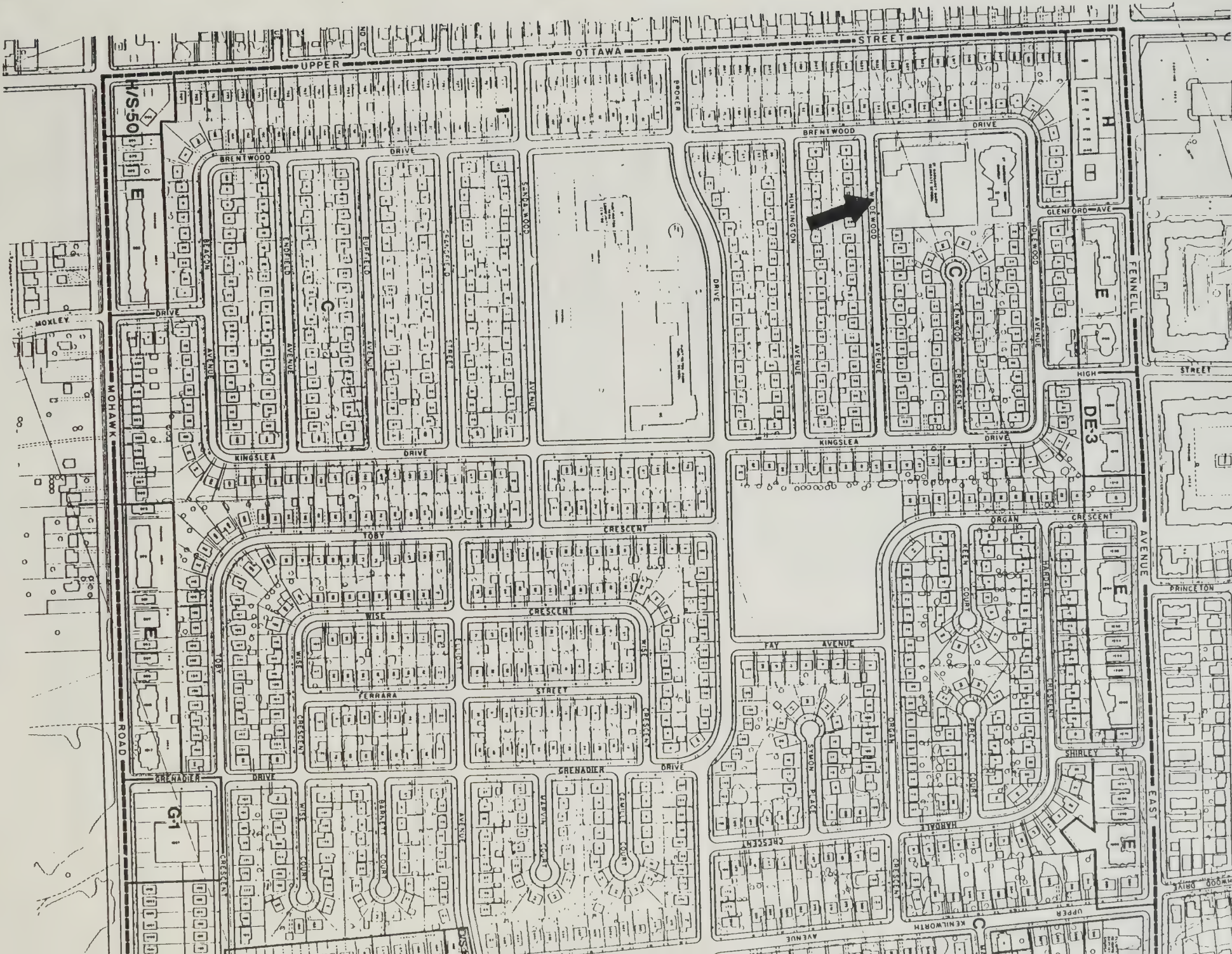
BACKGROUND:

The Hamilton-Wentworth Roman Catholic Separate School Board has requested that a School Bus Loading Zone be provided on Wildewood Avenue to service three buses at St. Margaret Mary School.

School buses are presently allowed to stop adjacent to the school to load and unload children but the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while this activity is taking place. Thus, motorists on Wildewood Avenue are delayed while these buses load and unload at the present time. Therefore, to allow vehicular traffic to proceed while loading and unloading is taking place, the installation of a School Bus Loading Zone is required.

The proposed regulations will result in a loss of three on-street parking spaces from 7:00 a.m. to 6:00 p.m., Monday to Saturday. However, since all area residents have off-street parking and since parking would be allowed at other times, no parking problems should result.

TA/MH/ks


UPPER OTTAWA STREET
BROKER
BRENTWOOD DRIVE
HUNTINGTON
OLDWOOD
GLENFORD AVE
FENNELL AVENUE
HIGH STREET
PRINCETON
MOXLEY DRIVE
MOHAWK ROAD
KINGSLEA DRIVE
TOBY CRESCENT
WISE CRESCENT
FERRARA STREET
GRENADIER DRIVE
KINGWOOD CRESCENT
ORGAN CRESCENT
KEEN COURT
FAY AVENUE
SYMON PLACE
HARDIE CRESCENT
SHIRLEY
KENILWORTH AVENUE
EAST
H/S-50
DE-3
E
C
G-1

2(c)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 21

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
SEP 25 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Bus Loading Zone and Bus Stop Relocations on Maplewood Avenue, west of Springer Avenue. **(TEC-188-92)**

RECOMMENDATION:

a) That the "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Maplewood Avenue commencing at a point 148 feet west of Springer Avenue and extending to a point 90 feet easterly be relocated such that the regulation commences at a point 190 feet west of Springer Avenue and extends to a point 80 feet westerly therefrom; and

b) That in accordance with the request by the Hamilton Street Railway Company, the existing near side bus stop on the north side of Maplewood Avenue at Springer Avenue be relocated to a far side location; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to relocate a near-side bus stop on the north side of Maplewood Avenue at Springer Avenue to a far-side location within an area currently designated as a school bus loading zone adjacent to Adelaide Hoodless School.

Traffic Department staff have contacted Mr. Paul Babcock, Principal of the school, to determine the impact of the proposal by the H.S.R. It was mutually agreed by both staff and the Principal that the school bus loading zone could be moved westerly to allow the relocation of the H.S.R. bus stop. This proposal would eliminate two parking spaces on Maplewood Avenue adjacent to Adelaide Hoodless School. The elimination of these two spaces will improve safety for children in the vicinity of the school by clearing curb side space adjacent to the school. Therefore, the Traffic Department concurs with this request.

TA/MH/ks


MAIN STREET EAST
H/S-633a
H/S 633
E/S 895
H/S-577
H/S 733a
E/S-86
D/S-209
E/S-800
D/S-880
E/S-358
Lmr-2
D/S-478
M-14
MAPLEWOOD AVENUE
CUMBERLAND AVENUE
ROSELAND AVE
DELAWARE AVE
SHERMAN AVENUE
GAGE AVENUE
BLAKE BLVD
SPRINGER AVENUE
GILMOUR PLACE
ASHFORD BLVD
ST CLAIR AVENUE
SOUTH STREET
AFTON AVENUE
LORNE AVENUE
PROSPECT STREET
CEDAR AVENUE
BALSAM AVENUE
MOUNTAIN PARK AVE
SHERMAN ACCESS
CANADIAN NATIONAL RLYS
NATIONAL RAILWAYS
A
C
D
E
H
J
JJ
M

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 11

RECEIVED

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee SEP 25 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

Cochrane Road - Parking Regulations. **(TEC-180-92)**

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the east side of Cochrane Road from Queenston Road to a point 216 feet southerly therefrom and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side from Queenston Road to a point 194 feet southerly therefrom, in place of the existing "Alternate Side Parking" regulation; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

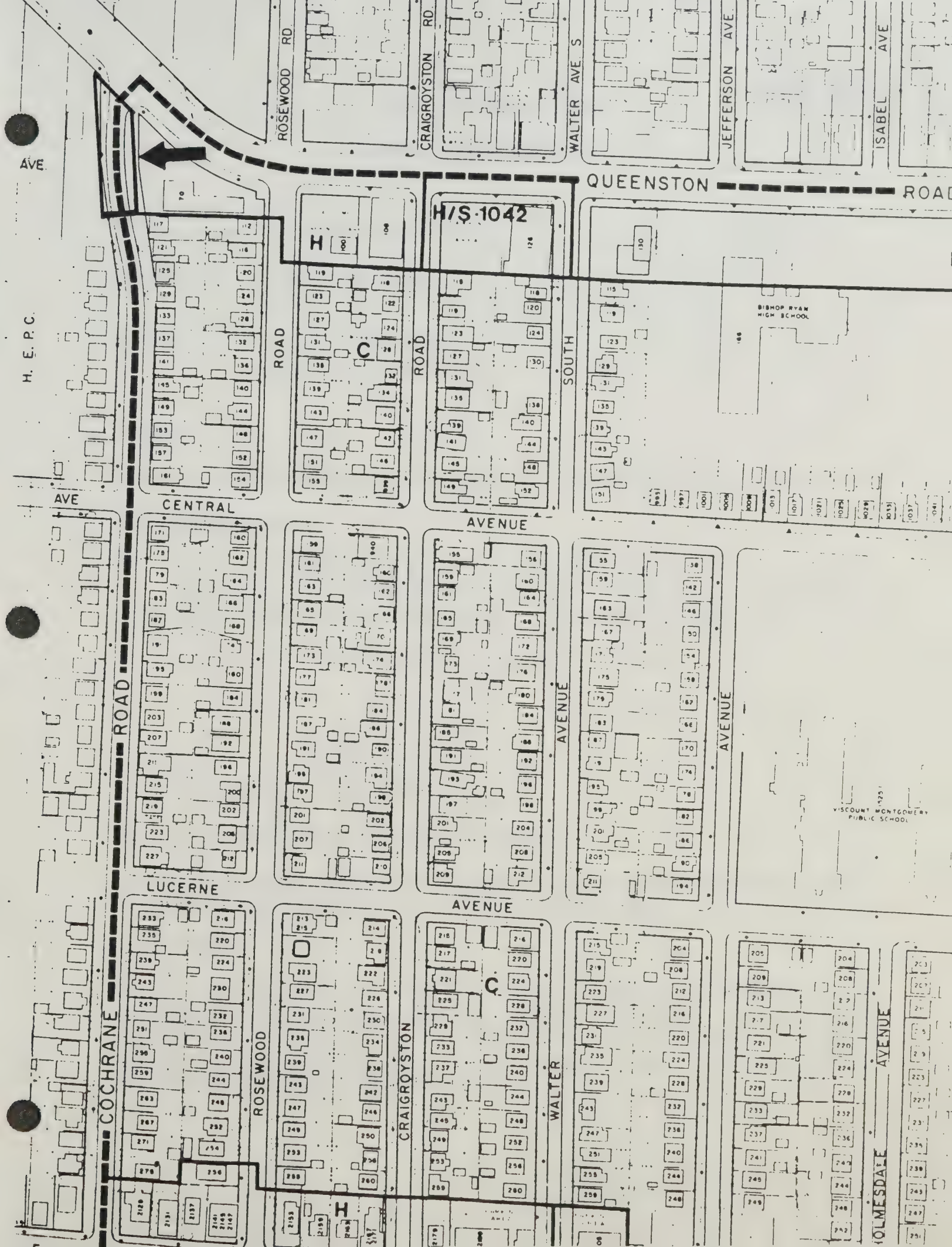
Alderman Dave Wilson and Alderman Geraldine Copps have advised of concerns expressed by Mr. Hammond, 126 Cochrane Road, that trucks loading and unloading cars to the car lot at the south-west corner of Cochrane Road and Queenston Road are stopping in the middle of the road and blocking traffic on Cochrane Road.

Subsequent field investigations have revealed that motorists frequently park their vehicles on both sides of the roadway in this area, which is controlled by an "Alternate Side Parking" regulation. Thus, while one side of the roadway would normally be clear of parked vehicles such that loading and unloading could occur adjacent to the curb, the car carriers are forced to load and unload from the middle of the roadway from time to time, particularly during the changeover day of the "Alternate Side Parking" regulation.

The Traffic Department recommends that the existing "Alternate Side Parking" regulation on Cochrane Road be replaced with a "No Parking" regulation on the east side of Cochrane Road from Queenston Road to a point 216 feet southerly therefrom, and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side from Queenston Road to a point 194 feet southerly therefrom. While this would not eliminate illegal parking, it would minimize the occurrence of vehicles being parked on both sides of the roadway since there would be no changeover period once per month.

The implementation of the proposed regulation would provide approximately five additional full-time parking spaces on the west side of the street and a full-time loading zone on the east side between Queenston Road and a point 216 feet southerly, adjacent to the commercial property. The Traffic Department has contacted Mr. Mario Bruno of Queenston Chev Olds who advised that they are in agreement with the proposed regulation change.

HM/MH/ks


H/S-1042
QUEENSTON ROAD
ROSEWOOD RD
CRAIGROYSTON RD
WALTER AVE S
JEFFERSON AVE
ISABEL AVE
H. E. P. C.
AVE
ROAD
CENTRAL
AVENUE
LUCERNE
COCHRANE
ROSEWOOD
CRAIGROYSTON
WALTER
BISHOP RYAN HIGH SCHOOL
VISCOUNT MONTGOMERY PUBLIC SCHOOL
H
C
D

2(c)(ii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 16

RECEIVED

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee SEP 25 1992

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

CITY CLERKS

SUBJECT:

North Side of Robert Street, east of Cathcart Street - Parking Regulations. **(TEC-177-92)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Robert Street commencing at Cathcart Street and extending to a point 116 feet easterly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

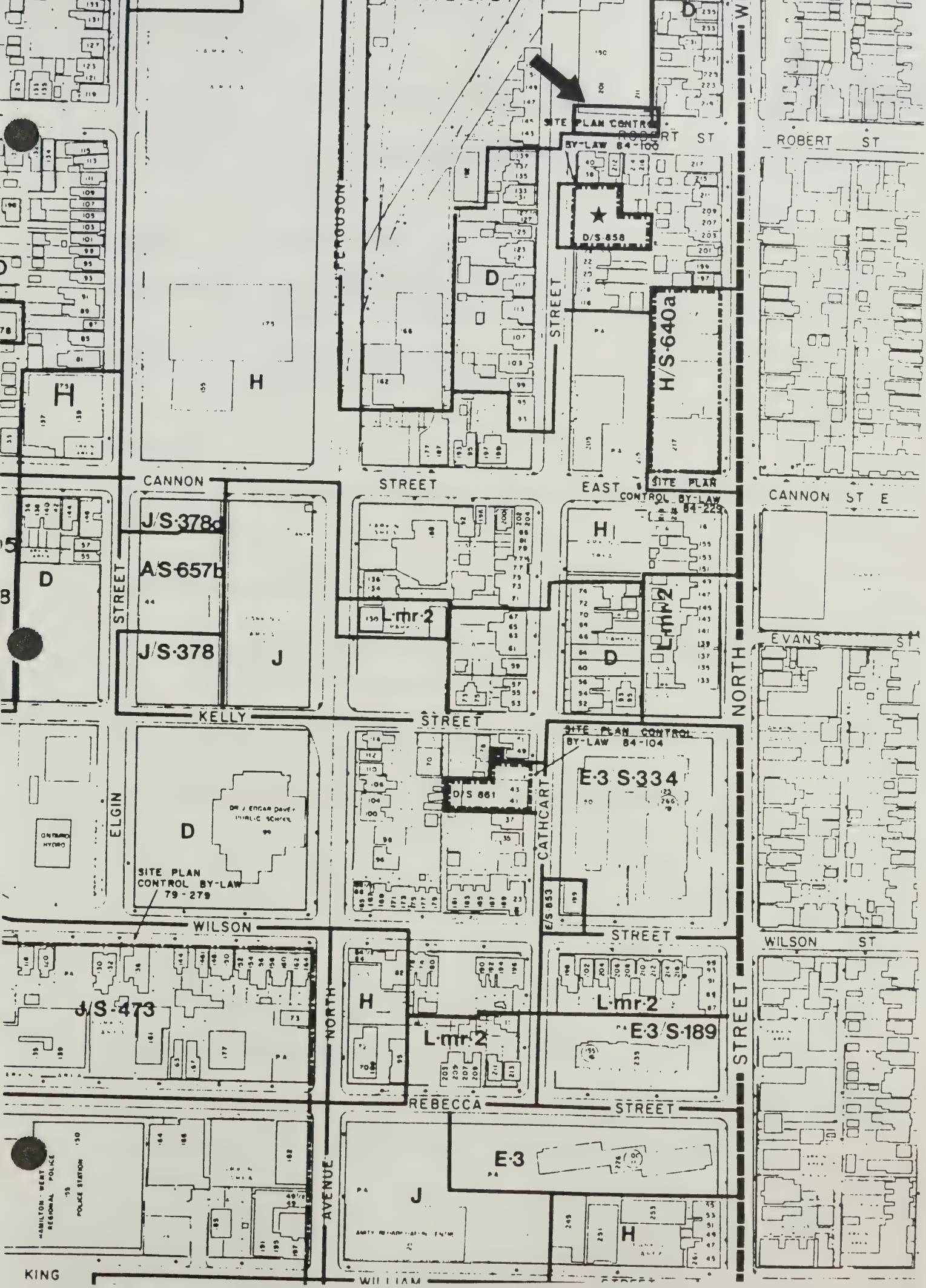
Alderman Agro has advised of a concern by Ms. Mary Savage, Savage Incorporated, 201 Robert Street, regarding parking regulations in front of her business. Ms. Savage has requested that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday", regulation be implemented in front of her business which is located on the north side of Robert Street, immediately east of Cathcart Street.

Robert Street has a 30 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this block, except for a 45 foot corner clearance on the north side immediately west of Wellington Street North.

Ms. Savage has expressed a concern regarding long-term non-resident parking in front of her business by employees of the Hamilton General Hospital. The implementation of the requested regulation will reduce long-term non-resident parking in front of this business. Therefore, the Traffic Department concurs with the request.

Also, an investigation has revealed that some on-street signing does not match the existing by-law. Therefore, it would be appropriate to update the existing by-law entries to reflect the existing parking regulation on the street.

HM/MH/lem


ROBERT ST
SITE PLAN CONTROL BY-LAW 84-100
D/S-858
H/S-640a
FERGUSON STREET
CANNON STREET
EAST
SITE PLAN CONTROL BY-LAW 84-229
CANNON ST E
J/S-378c
A/S-657b
J/S-378
KELLY STREET
L-mr-2
EVANS ST
NORTH
SITE PLAN CONTROL BY-LAW 84-104
D/S 861
E-3 S-334
E/S 853
CATHCART
ELGIN
SITE PLAN CONTROL BY-LAW 79-279
WILSON
WILSON ST
J/S-473
L-mr-2
E-3 S-189
REBECCA
E-3
AVENUE
KING
WILLIAM

2(xii)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 9

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 46 Tom Street - request for a reserved "Permit Parking" space for a disabled resident. [TEC-184-92]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Tom Street commencing at a point 137 feet east of Dundurn Street North and extending to a point 16 feet easterly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Ercole Turco, 46 Tom Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

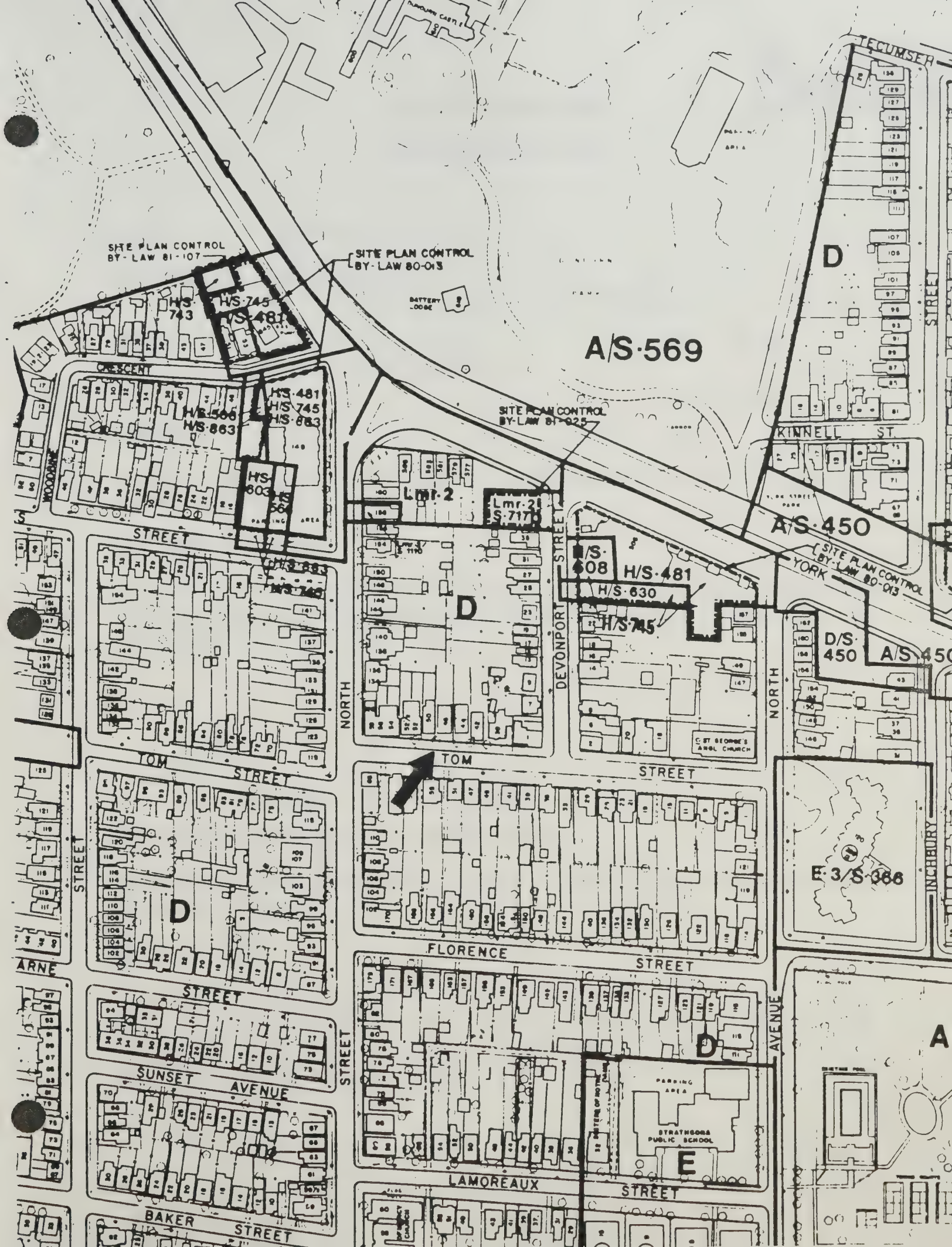
BACKGROUND:

Alderman Terry Cooke has advised of a request from Mr. Ercole Turco, No. 46 Tom Street that a reserved "Permit Parking" space be designated on the north side of Tom Street in front of his home since he is disabled.

Tom Street West has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on both sides of the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Ercole Turco possesses a valid permit. An investigation has revealed that there is a driveway for this property but that it has a grade such that it would be difficult for a disabled person to walk up or down. Therefore, the Traffic Department concurs with the request.

CVB/MH/ca


SITE PLAN CONTROL
BY-LAW 81-107
SITE PLAN CONTROL
BY-LAW 80-013
SITE PLAN CONTROL
BY-LAW 81-025
SITE PLAN CONTROL
BY-LAW 80-013
A/S·569
A/S·450
D/S·450
A/S·450
H/S 743
H/S·745
H/S·481
H/S·481
H/S·745
H/S·863
H/S·506
H/S·863
H/S·603
H/S·481
H/S·630
H/S·745
H/S·608
Lmr·2
Lmr·2
S·717
D
D
D
D
E·3/S·386
E
CRESCENT
STREET
TOM
STREET
FLORENCE
STREET
SUNSET
AVENUE
BAKER
STREET
LAMOREAUX
STREET
KINNELL
ST
YORK
STREET
DEVONPORT
STREET
NORTH
NORTH
INCHBURY
AVENUE
STRATHGOWA
PUBLIC SCHOOL
ST GEORGE'S
ANGL CHURCH
PARKING
AREA
TECUMSEH
STREET

Zcxiixd

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 24

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 78 Duke Street - Application for a Time Limit Exemption Permit. **(TEC-192-92)**

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first eight eligible applicants residing in the apartment building at No. 78 Duke Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $192.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 78 Duke Street, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the north-west corner of Park Street South and Duke Street, and the applicant has advised that he wishes to park his vehicle in the time limit areas in the vicinity of this building.

An investigation has revealed that there are nine dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances.

Periodic observations reveal that the streets in this area are generally heavily parked during the day. However, since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident, short-term parking. Therefore, the Traffic Department concurs with the request.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of eight off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of eight parking permits to the residents of the building, on a first come first served basis.

HM/MH/ks


E-3
E-3/S-661
CENTRAL PUBLIC SCHOOL
SOUTH
BOLD
STREET
E-3/S-1011
E-3/S-875
CHARLES ST
MACNAB ST PRESBY CHURCH
PARKING AREA
E-3
SOUTH ST.
DUKE ST.
BAY
PARK
DE-3
ROBINSON STREET
HAMILTON THISTLE CLUB
E/S-1095
C/S 776
HAMILTON OFFICERS CLUB
MACNAB
E-3/S-294
CHARLTON AVENUE WEST
DE-3
DURAND PARK
E-1/S
E
STREET
PARKING AREA
SITE PLAN CONTROL BY-LAW

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 24

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERK'S

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Apartment Building at No. 209 James Street North - Application for a Time Limit Exemption Permit. **(TEC-193-92)**

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first seven eligible applicants residing in the apartment building at No. 209 James Street North.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is a potential for $168.00 in revenue each year from the sale of parking permits to residents of this building.

BACKGROUND:

The Traffic Department has received a request from a resident of the apartment building at No. 209 James Street North, that Time Limit Exemption Permits be issued to residents of this building. The subject building is located on the west side of James Street North between Colbourne Street and Mulberry Street, and the applicant has advised that he wishes to park his vehicle on City streets, in the time limit areas, in the vicinity of this building.

2(c)(iii)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 24

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

RECEIVED
OCT 0 9 1992
CITY CLERKS

SUBJECT:

No. 149 Gibson Avenue - Request for Reserved "Permit Parking" Space for a Disabled Resident. [TEC-196-92]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue commencing at a point 354 feet south of Barton Street East and extending to a point 19 feet southerly therefrom; and

b) That a "Permit Parking" regulation be implemented on the west side of Gibson Avenue commencing at a point 360 feet south of Barton Street East and extending to a point 19 feet southerly therefrom; and

c) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Catharine Winterburn, 149 Gibson Avenue.

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the

cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

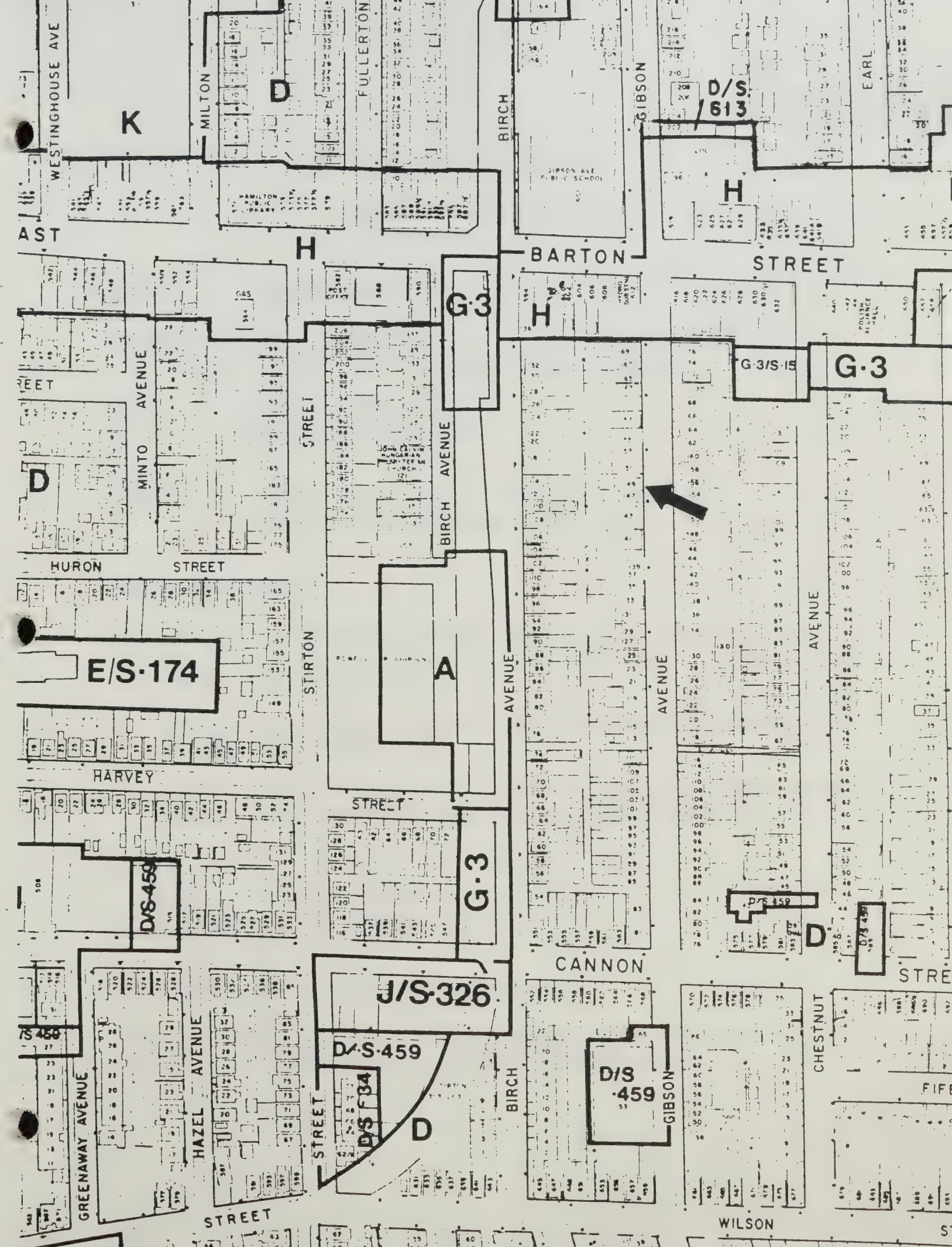
The Traffic Department has received a request from Mrs. Catharine Winterburn, 149 Gibson Avenue that a reserved "Permit Parking" space be designated on the street, in front of and opposite her home since her daughter is disabled.

Gibson Avenue has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Winterburn possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternate Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the east side of the street opposite her home and the resident across from her home has advised that she has no objection to having the necessary signs installed in front of her property.

CVB/ca


WESTINGHOUSE AVE
K
MILTON
D
FULLERTON
BIRCH
GIBSON
D/S
613
EARL
H
BARTON
STREET
G-3
G-3/S-15
MINTO AVENUE
BIRCH AVENUE
HURON
STREET
E/S-174
STIRTON
A
AVENUE
HARVEY
D/S-459
J/S-326
CANNON
CHESTNUT
GREENAWAY AVENUE
HAZEL AVENUE
WILSON

2(c)(ii)(9)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

OCT 09 1992

CITY CLERKS

DATE: 1992 October 07

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 248 Gibson Avenue - Discharge of Residential Boulevard Parking Agreement [TEC-171-92]

RECOMMENDATION:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 10973 C.D. to the property at No. 248 Gibson Avenue be discharged, at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement to allow for three boulevard parking spaces.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the present City Council policy, the property owner would be required to pay $20.00 to the City annually for insurance and administrative costs.

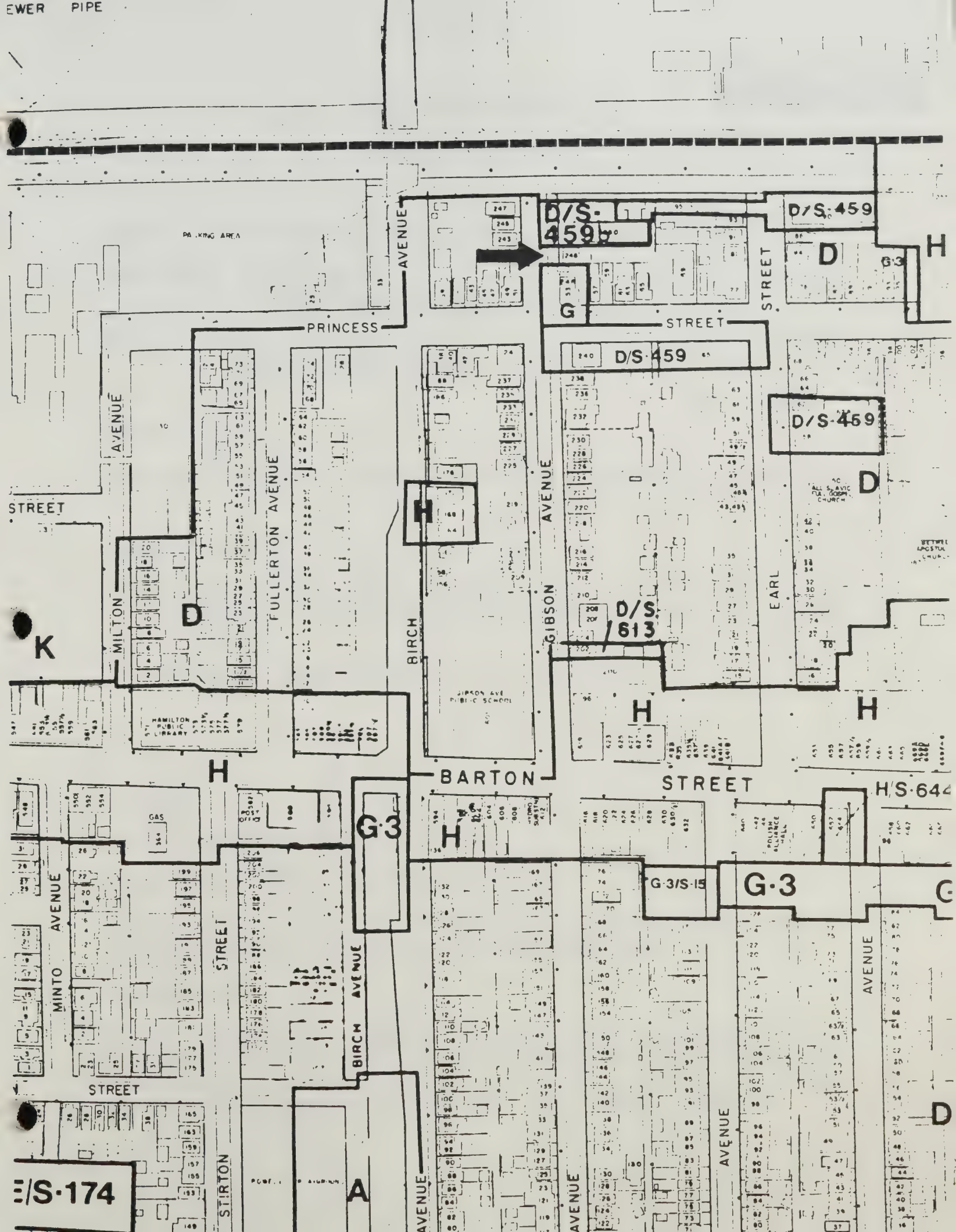
BACKGROUND:

In 1976, the Traffic Department approved an application by the owner of the property at No. 248 Gibson Avenue to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry office by the owner of the property on 1976 October 05.

The owner of the property has now written to the Traffic Department requesting that the existing agreement be discharged, so that she may enter into a new agreement to allow three vehicles to be parked partially on the City boulevard in front of this house. The Traffic Department has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate three vehicles. However, present policy does not allow for more than two boulevard parking spaces for a one or two family dwellings unless the Director of Traffic Services and the Ward Alderman are in agreement that it is satisfactory to both. Alderman Morelli has advised that he supports this request. Therefore, the Traffic Department has no objection to this request.

cc: Patrice Noe Johnson, City Solicitor

CVB/ca


EWER PIPE
PARKING AREA
PRINCESS STREET
AVENUE
D/S-459
D/S-459
D/S-459
D/S-459
D/S-459
D/S-613
STREET
AVENUE
MILTON
FULLERTON AVENUE
BIRCH
GIBSON AVENUE
EARL
STREET
HAMILTON PUBLIC LIBRARY
GIBSON AVE PUBLIC SCHOOL
BARTON STREET
H/S-644
G-3/S-15
G-3
GAS
MINTO AVENUE
STREET
BIRCH AVENUE
STREET
STIRTON
AVENUE
AVENUE
AVENUE
E/S-174
A
K
H
G
D
G-3

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
SEP 25 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of David Avenue and Fennell Avenue East - Corner Clearance. [TEC-190-92]

RECOMMENDATION:

a) That a "No Stopping" regulation be implemented on the east side of David Avenue commencing at Fennell Avenue East and extending to a point 124 feet southerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

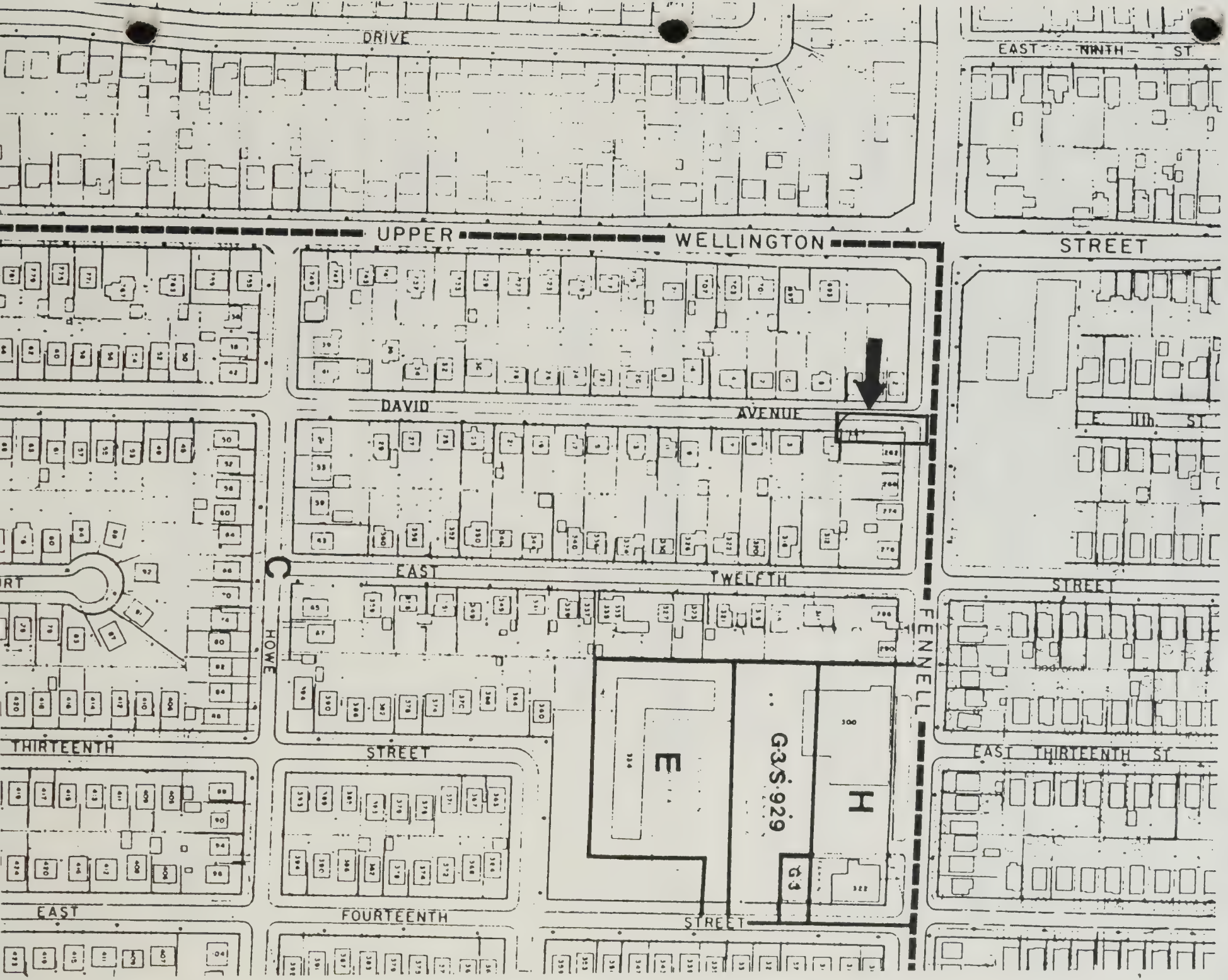
BACKGROUND:

Alderman Henry Merling and Alderman Terry Anderson have forwarded a petition signed by representatives of 22 of the 36 one, two and three family dwellings abutting David Avenue between Fennell Avenue East and Howe Avenue, requesting that a corner clearance be implemented on the east side of David Avenue south of Fennell Avenue East.

David Avenue has a 24 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. Due to the narrow pavement width, parked vehicles on both sides of David Avenue no doubt interfere with turning movements at the intersection from time to time. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in a loss of four legal on-street parking spaces adjacent to No. 262 Fennell Avenue East and this resident did not sign the petition. However, since virtually all residents in this area have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/MH/ca


DRIVE
EAST NINTH ST
UPPER WELLINGTON STREET
DAVID AVENUE
E. 10th ST
EAST TWELFTH STREET
HOWE
FENNELL
THIRTEENTH STREET
EAST THIRTEENTH ST
EAST FOURTEENTH STREET
E
G3S 929
H
Q3

Revised

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
SEP 25 1992
CITY CLERKS

DATE: 1992 September 09

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Nightingale Street and Steven Street - Intersection Control. **(TEC-179-92)**

RECOMMENDATION:

a) That westbound traffic on Nightingale Street be required to stop for northbound and southbound traffic on Steven Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

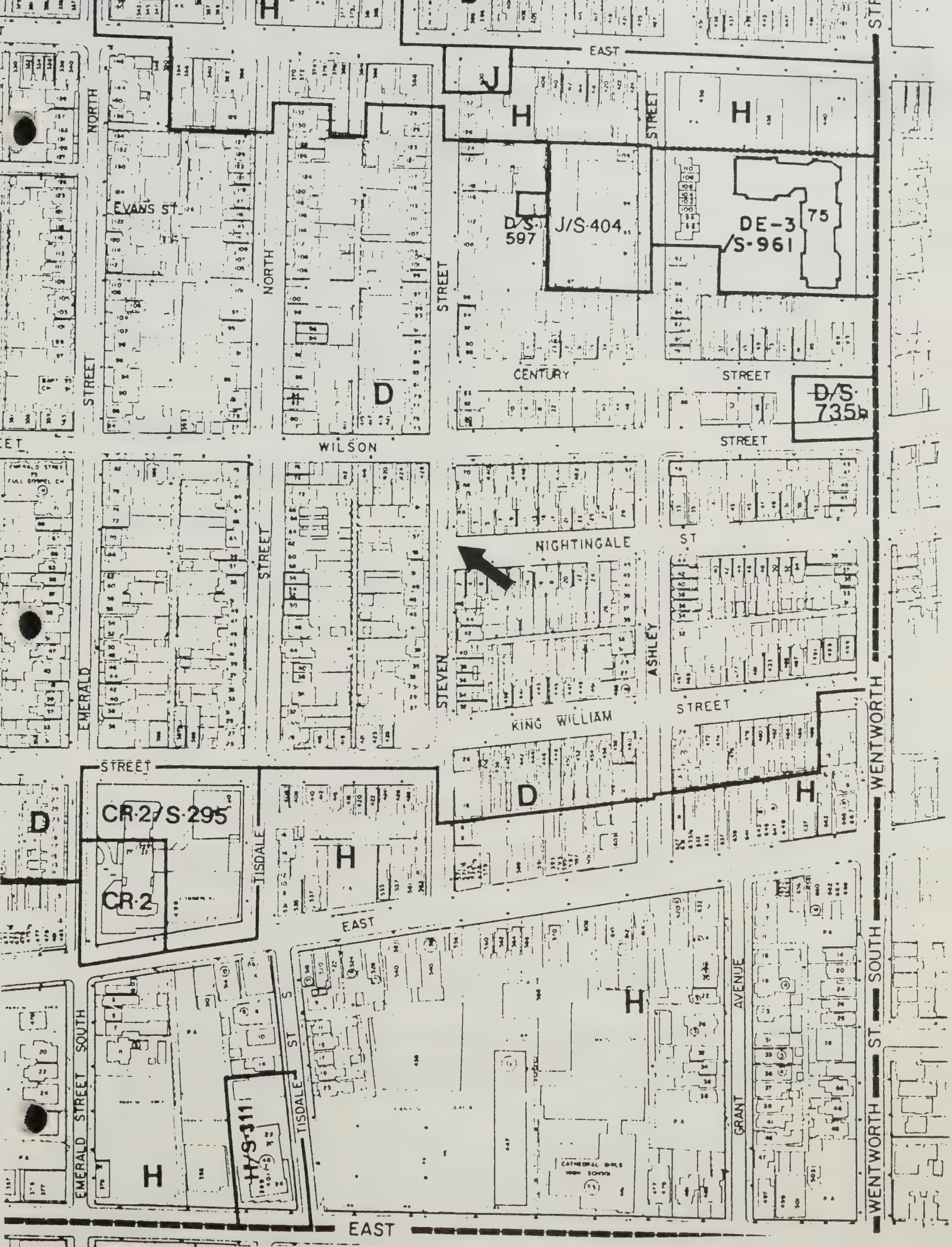
BACKGROUND:

Alderman Bernie Morelli has advised of a request by an area resident that three-way stop control be implemented at the intersection of Nightingale Street and Steven Street.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a very good collision record for this type of intersection.

The Traffic Department has assessed this request, and has the usual concerns respecting unwarranted three-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorist to the extent that the observation of stop signs is deteriorating every year. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that westbound traffic on Nightingale Street be required to stop for northbound and southbound traffic on Steven Street.

HM/MH/ks


EAST
NORTH
STREET
EVANS ST
D/S 597
J/S-404
DE-3 75
S-961
CENTURY
STREET
D/S 735
WILSON
NIGHTINGALE
ST
STEVEN
ASHLEY
KING WILLIAM
EMERALD
CR-2/S-295
CR-2
TISDALE
WENTWORTH
SOUTH
AVENUE
GRANT
H/S-311
EMERALD STREET SOUTH

2(c)(iv)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
SEP 25 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Ford Street and Grove Street - Intersection Control. **(TEC-185-92)**

RECOMMENDATION:

a) That northbound traffic on Ford Street be required to stop for eastbound and westbound traffic on Grove Street; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

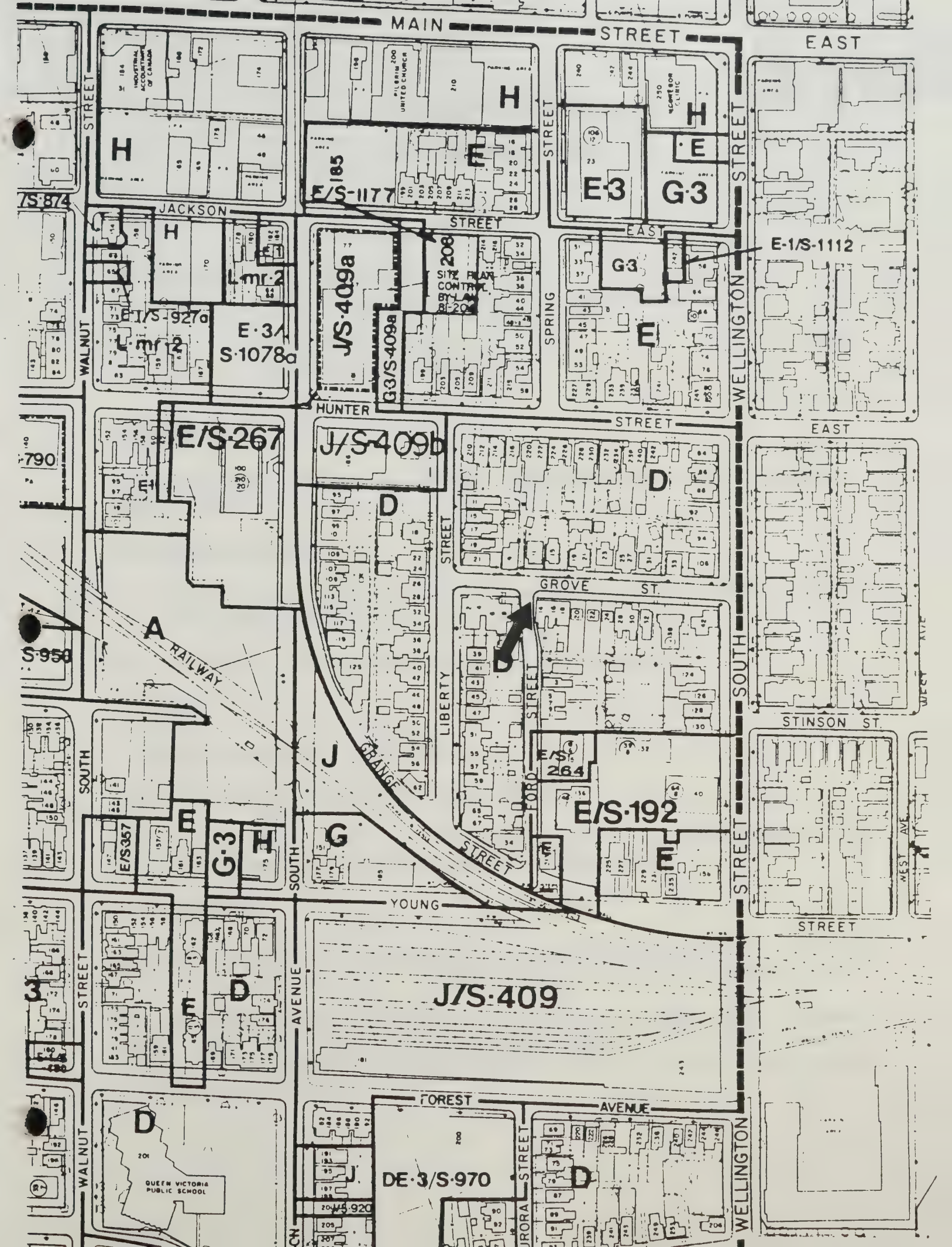
BACKGROUND:

Alderman Bill McCulloch has advised of a request that three-way stop control be implemented at the intersection of Ford Street and Grove Street.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there has been only one reported collision at this intersection in the past seven years. This is a very good collision record for this type of intersection.

The Traffic Department has assessed this request, and has the usual concerns respecting unwarranted three-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that northbound traffic on Ford Street be required to stop for eastbound and westbound traffic on Grove Street.

HM/MH/ks


MAIN STREET
EAST
JACKSON STREET
HUNTER STREET
GROVE ST.
YOUNG STREET
FOREST AVENUE
STINSON ST.
WALNUT STREET
SPRING STREET
WELLINGTON STREET
SOUTH
LIBERTY STREET
GRANGE AVENUE
FORD STREET
WEST AVE
E/S-1177
E-1/S-1112
E/S-267
J/S-409b
J/S-409a
G3/S-409a
208
SITE PLAN CONTROL BY-LAW 81-20
E-3/S-1078a
E1/S-927a
E/S-185
E/S-264
E/S-192
E/S357
J/S-409
DE-3/S-970
S-958
790
874
QUEEN VICTORIA PUBLIC SCHOOL
RAILWAY
CN
AURORA

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 6

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Unsworth Drive and Lancing Drive/Hempstead Drive - Intersection Control. (TEC-198-92)

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Unsworth Drive and Lancing Drive/Hempstead Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

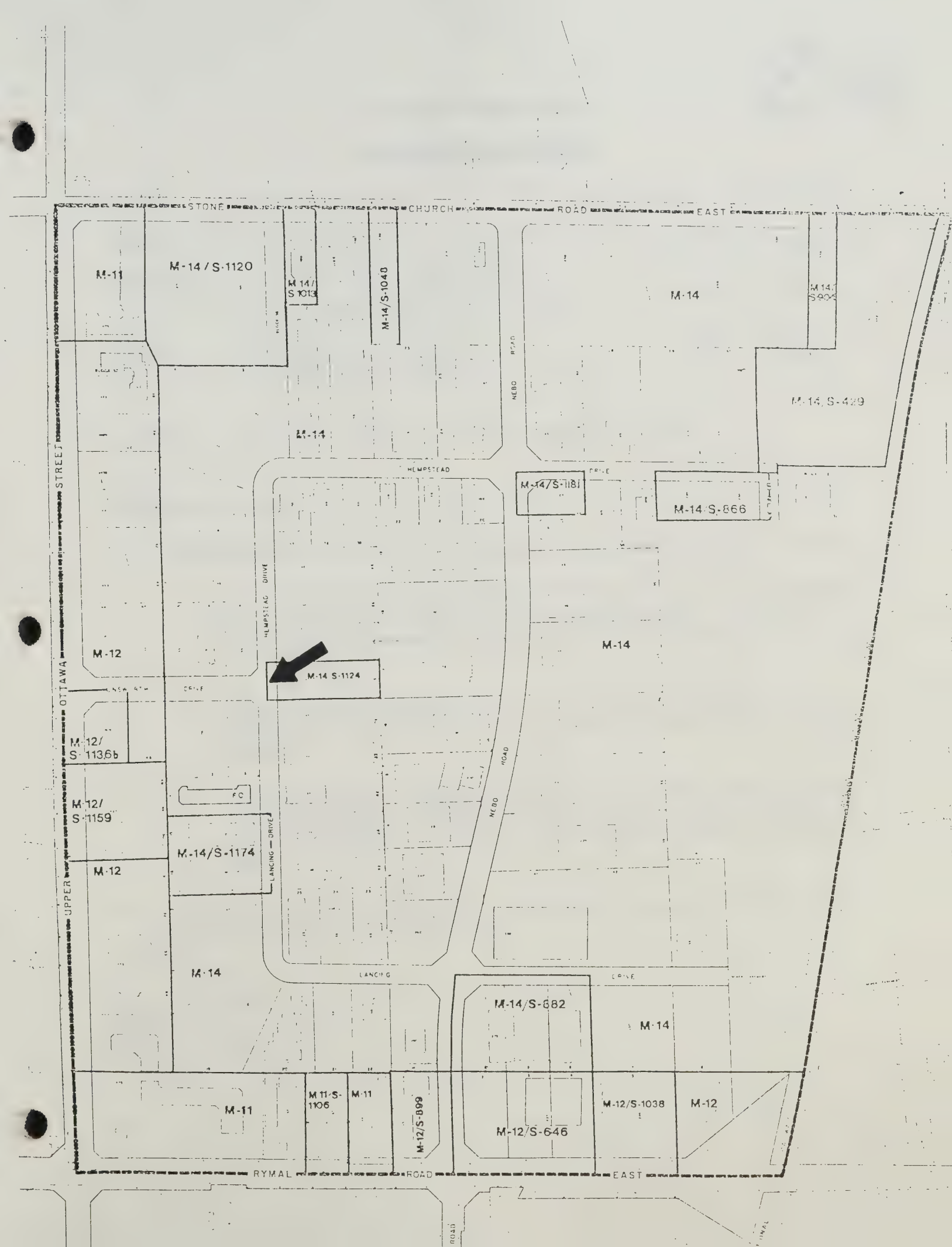
BACKGROUND:

Alderman Tom Jackson has advised of a request that three-way stop control be implemented at the intersection of Unsworth Drive and Lancing Drive/Hempstead Drive.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

City Council recently approved a request for stop control on the stem of the "T" at this intersection. However, since the intersection meets at least one of the criterion for all-direction stop control, in that it is the intersection of two collector roadways, the Traffic Department concurs with the request and recommends that three-way stop control be implemented at the intersection of Unsworth Drive and Lancing Drive/Hempstead Drive.

HM/CVB/ks


STONE CHURCH ROAD EAST
M-11
M-14 / S-1120
M-14/ S-1013
M-14/S-1040
M-14
M-14, S-429
NEBO ROAD
HEMPSTEAD DRIVE
M-14/S-1181
M-14 S-866
M-14
M-12
HEMPSTEAD DRIVE
M-14 S-1124
M-12/ S-1136b
M-12/ S-1159
M-14/S-1174
LANCING DRIVE
M-12
M-14
LANCING DRIVE
M-14/S-682
M-14
M-11
M-11/S-1106
M-11
M-12/S-899
M-12/S-646
M-12/S-1038
M-12
RYMAL ROAD EAST

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

800-0624

DATE: 1992 October 8

RECEIVED
OCT 0 8 1992
CITY CLERKS

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo,
Director of Public Works

SUBJECT: Increased Costs for Three Local Improvement Projects

RECOMMENDATION:

a) That the estimated costs in the following Local Improvement Projects be increased:

i) Upper Paradise Road east side from Stone Church Road to 187m southerly and from 86m south of Skyview Drive to 83m southerly - construction of independent concrete sidewalk. The increase in the approved City share from $7,964. to $27,964.

ii) Upper Kenilworth Avenue east side from Landron to Limeridge - construct concrete curb. The increase in the approved City share from $46,100. to $56,100.

iii) Limeridge Road south side from Upper Wellington to 263m easterly and from 376m east of Upper Wellington to 69m easterly - construct independent concrete sidewalk. The increase in City share from $25,588.80 to $35,588.80., and,

b) That the Finance and Administration Committee be requested to recommend a source of funds for these increased costs.

D. Lobo,
Director of Public Works

...../2

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Provision has been made for these works in the 1992 to 2001 Capital Budget. The approval of these works will reduce the balance available in the City's share to $398,947.66.

The Region has received a tender for the above-noted Projects. The tender costs for Limeridge Road and Upper Kenilworth Avenue are $10,000. in excess of the estimates for these Projects and the tender cost for Upper Paradise Road is $20,000. in excess of the estimates. The majority of the increased costs pertain to a retaining wall on Upper Paradise Road. The increased costs on Limeridge Road and Upper Kenilworth pertain to several items in the Engineer's estimates.

BACKGROUND:

These works were approved by Council on the following dates:

1. Upper Paradise Road - Item 25, 6th Report of the Transport and Environment Committee, 1992 May 12

2. Upper Kenilworth Avenue - Item 47, 7th Report of the Transport and Environment Committee, 1992 June 30

3. Limeridge Road - Item 34, 8th Report of the Transport and Environment Committee, 1992 July 28

RPM:DL:bk

cc: A. Ross, City Treasurer
Treasury Department
ATTENTION: Mr. G. Keith, Senior Accounting Clerk I

P. Noe Johnson, City Solicitor
Law Department

G. Lawson, Commissioner
Regional Finance Department

S. Reeder, Secretary
Finance and Administration Committee

D. Y. Onishi, Director
Design and Construction
Regional Roads Department

2(E)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 13

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF SCREENED SAND, TREATED AND UNTREATED, FOR THE 1992-1993 WINTER SEASON

RECOMMENDATION:
That purchase orders be issued to the following suppliers, being the lowest tenders received for the supply and delivery of Screened Sand, Treated and Untreated, for the 1992-1993 Winter Season in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders:

i) Lakeview Sand & Gravel, Paris

Delivery only of Treated Sand in 22.5 tonne dump truck loads - per tonne including delivery $14.51

ii) TCG Materials Limited, Brantford

Pick up of Treated Sand - $11.50 per tonne

Delivery of Untreated Sand in 22.5 tonne dump truck loads - $7.50 per tonne including delivery

Pick up of Untreated Sand - $4.20 per tonne
All taxes extra

Sufficient funds provided in Stock Inventory Account No. CH56197 60999.

T. Bradley

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis

Treated Sand	Delivered	Picked Up
Lakeview Sand and Gravel	$14.51	$11.53
TCG Materials	14.60	11.50
Waterford Sand and Gravel	15.30	13.00
Steetley Quarries	18.55	16.65
Cayuga Materials	19.38	19.38
Untreated Sand		
TCG Materials	$ 7.50	$ 4.20
Lakeview Sand and Gravel	8.19	5.21
Steetley Quarries	9.90	7.00
Cayuga Materials	9.51	6.00
McKeil Marine	9.29	5.25

All taxes extra
Approximately $70,000 spent during the 1992-1992 winter season

TB:bt

2(E)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 13

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: SUPPLY AND DELIVERY OF SODIUM CHLORIDE FOR THE 1992-1993 WINTER SEASON

RECOMMENDATION:
That purchase orders be issued to the following suppliers, being the lowest tenders received for the supply and delivery of Sodium Chloride for the 1992-1993 Winter Season in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders:

i) Sifto Canada Inc., Mississauga

Coarse crushed in 22.5 tonne dump truck loads - $39.33 per tonne including all taxes and delivery

ii) Akzo Salt Ltd., Mississauga

Highway fine in 40 kg. bags - $113.56 per tonne including all taxes and delivery

Sufficient funds provided in Stock Inventory Account No. CH56197 60999.

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND: Tender Analysis

	Price for tonne including all taxes and delivery	
	Coarse Crushed	Highway Fine
Sifto Canada Inc., Mississauga	$39.33	$127.13
Akzo Salt Ltd., Mississauga	41.86	113.56
The Canadian Salt Co., Mississauga	41.68	118.79

Approximately $150,000 spent during the 1991-1992 winter season
TB:bt

CITY OF HAMILTON

- RECOMMENDATION -

2(F)(i)

DATE: 1992 October 9

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:

Ontario Good Roads Association 1993 Annual Conference

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association 1993 Annual Conference, 1993 February 21 to February 24, Toronto, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline available in the City Clerk's Department

2(F)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 9

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Pollution Prevention Exposition and Conference

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Pollution Prevention Exposition and Conference 1992 November 18 to November 20, Dallas, Texas.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

Costs to be charged to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

BACKGROUND:

Conference outline available in the City Clerk's Department.

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo,
Director of Public Works

SUBJECT: Petitions Against/Local Improvement Projects
1)Upper Paradise Road, West Side from Stone Church Road to Approximately 138m Southerly
2)Limeridge Road, North Side from 400m East of Upper Wellington Street to Approximately 127m Easterly

RECOMMENDATION:

That the construction of independent concrete sidewalks on Upper Paradise Road west side from Stone Church Road to approximately 138m southerly and Limeridge Road north side from 400m east of Upper Wellington Street to approximately 127m easterly not be proceeded with.

D. Lobo,
Director of Public Works

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1992 May 12 and 1992 July 28, City Council in adopting Item 25 of the 6th Report of the Transport and Environment Committee and Item 34A of the 8th Report of the Transport and Environment Committee respectively, approved the initiation under Section 12 of the Local Improvement Act of the construction of independent concrete sidewalks on the west side of Upper Paradise Road from Stone Church Road to approximately 138m southerly and on the north side of Limeridge Road from approximately 400m east of Upper Wellington Street to approximately 127m easterly.

...../2

The City Clerk has advised that sufficiently signed petitions against have been received for these projects. Therefore, we recommend these projects not proceed.

JP:bk

cc: Mr. A. Ross, City Treasurer
Treasury Department
ATTN: Mr. G. Keith, Senior Accounting Clerk I

Mr. D. Y. Onishi, Director
Design and Construction
Regional Roads Department

4.

CITY OF HAMILTON

-RECOMMENDATION -

DATE: October 7, 1992
S726-147 D. Christilaw

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **NEW WEST MOUNTAIN TWIN PAD ARENA/ CHEDMAC DRIVE SERVICING COSTS**

RECOMMENDATIONS:

1. That the estimated City's share of $263,475.00 for the proposed storm sewer works to be constructed in conjunction with the new West Mountain Twin Pad Arena off of Chedmac Drive be APPROVED;

2. That the Finance and Administration Committee recommend the source of funding for the costs related to the construction of this storm sewer.

3. That the Director of Real Estate be directed to obtain an Easement from Chedoke Hospital Corporation in favour of the Region for the portion of the proposed storm sewer which is to be constructed on the lands of the Chedoke Hospital Corporation.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL IMPLICATIONS

A 1650 mm diameter public storm sewer is required to be constructed in conjunction with the development of the new West Mountain Twin Pad Arena. The estimate to construct the required storm sewer is $398,475. Under the Region's cost sharing policy for oversized services, the Region will pay a portion of the costs for the proposed storm sewer. The estimated Region's share is $135,000. The City's share, which is $263,475, requires approval for the funding.

cont'd ...

NEW WEST MOUNTAIN TWIN PAD ARENA/CHEDMAC DRIVE SERVICING COSTS

The Finance and Administration Committee must recommend the source of funding for the City's costs associated with the proposed storm sewer works. These works are scheduled to be constructed in 1993.

For the information of the Committee, financing of the Region's share of the proposed storm sewer will have to be approved by Regional Council. At this time, funds for this work have not been specifically designated within the Region's Five Year Capital Budget and will have to be considered as a Storm Sewer Program Enhancement as part of the capital budget approval process. A report dealing with this matter will be forwarded to the Region's Environmental Services Committee and Regional Council in the very near future.

BACKGROUND

The proposed new West Mountain Twin Pad Arena is to be located on approximately 2.428 hectares (6 acres) of land obtained for $1.00 from the Chedoke Health Corporation in accordance with a land purchase agreement. The site will front on an extension of Chedmac Drive, along with a new public road running north from Chedmac Drive (approximately 80 metres) along the easterly side of the new West Mountain Twin Pad Arena site (see attached sketch). These new roadways will service both the new arena and the Chedoke Hospital lands. The construction of all municipal services on these two roads will form part of the arena project.

The proposed storm sewer will be extended from the existing storm sewer presently located on the hospital property, southerly over an easement to the new proposed street along the easterly limits of the new West Mountain Twin Pad Arena lands, and then up to Chedmac Drive to service lands to the south of Chedmac Drive and the arena site. The proposed storm sewer will be constructed in 1993 along with the scheduled road works. Chedoke Health Corporation is the owner of these lands and anticipate developing them in the future. Although a definite time frame for this development is not known, it could occur within two years. The Chedoke Health Corporation has requested the City to build the new proposed storm sewer now to provide the storm sewer outlet or give an undertaking to do so in the future.

Storm water systems for the arena site are being designed to flow partially to the north-west over the hospital lands and partially to the south-east to the existing storm sewers on Chedmac Drive. The existing storm sewers on Chedmac Drive are capable of handling the proposed flows from the arena site. However, storm drainage from lands south of Chedmac Drive which will be developed in the future could not be accommodated with the existing storm sewer systems.

cont'd ...

NEW WEST MOUNTAIN TWIN PAD ARENA/CHEDMAC DRIVE SERVICING COSTS

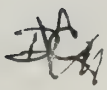
The existing portion of Chedmac Drive is scheduled to be resurfaced and a new portion is to be extended to the west and north in 1993 in conjunction with the development of the new West Mountain Twin Pad Arena site. There will also be a new road constructed along the easterly boundary of the arena site as described above.

It would be prudent to proceed with the construction of this storm sewer at this time and prior to the development of the lands to the south of Chedmac Drive for the following reasons:

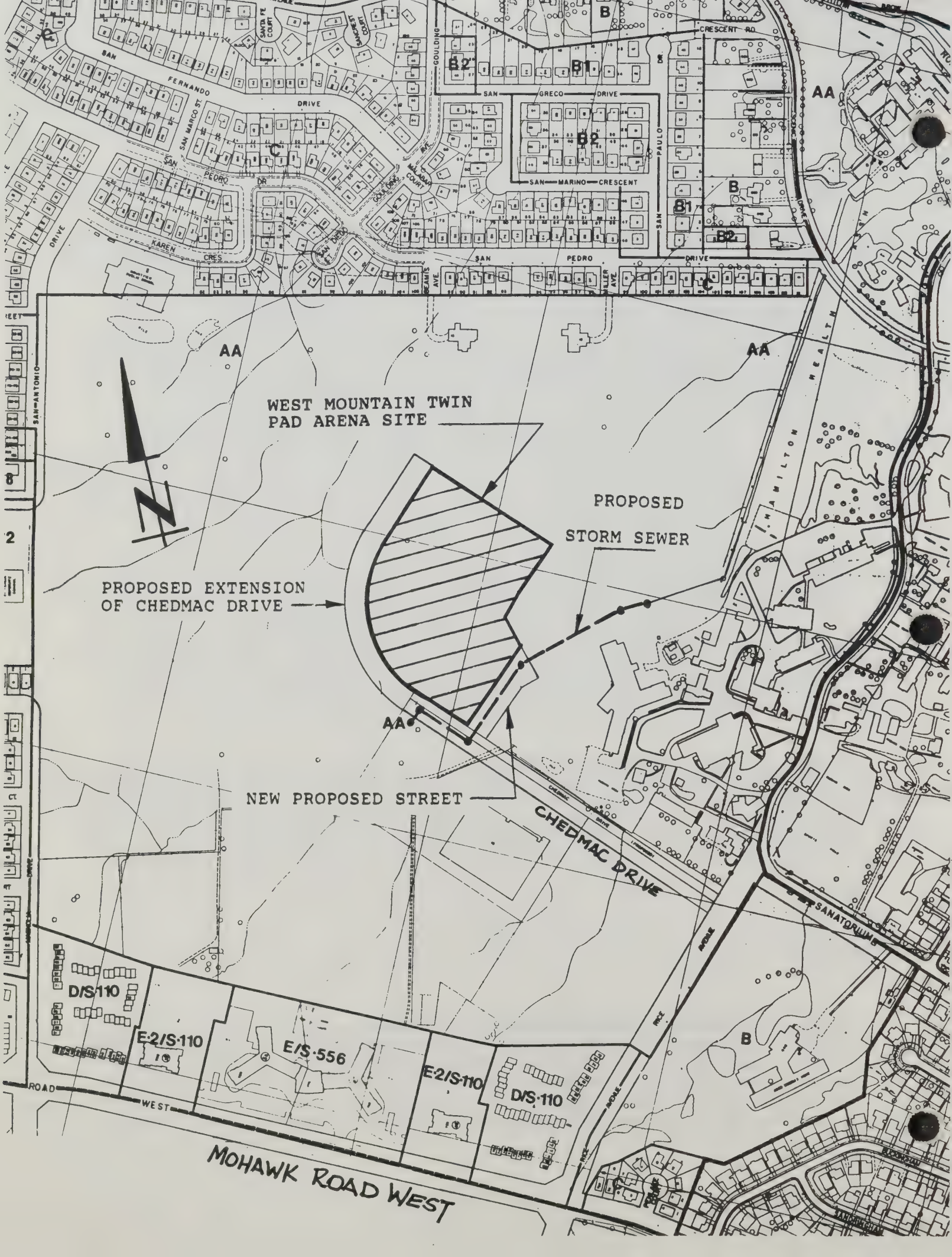
1) Current Regional and City policies generally require Developers to construct all municipal services, that are required adjacent to their lands at the time that their lands are developed, even when services are required for "up-stream" developments which may not proceed for some time. In this case, the City can be viewed as the Developer and all services should be completed when the arena is constructed.

2) Since the abutting roadways to the new West Mountain Twin Pad Arena site are to be constructed to full municipal standards, all underground services should be constructed at the same time. This will ensure that new roadway surfaces will not have to be torn up to install additional services that are necessary for abutting lands being developed in the near future. It will also be cheaper to install all required services during the initial construction period.

Also, in connection with the construction of the proposed storm sewer, the City will be required to secure an Easement from Chedoke Hospital Corporation in favour of the Region for a portion of the proposed storm sewer which is to be constructed outside of the road allowances and on the lands of Chedoke Hospital Corporation lands. Any costs associated with obtaining the easement will be borne by the City.


:dvc
encl.

cc: Councillor D. Ross, Chairman,
Finance and Administration Committee
cc: S. Reader, Secretary, Finance and Administration Committee
cc: A. C. Ross, City Treasury Department
cc: M. Watson, Property Department
cc: R. Meiers, Public Works Department
cc: D. Powers, City Law Department


WEST MOUNTAIN TWIN
PAD ARENA SITE
PROPOSED
STORM SEWER
PROPOSED EXTENSION
OF CHEDMAC DRIVE
NEW PROPOSED STREET
CHEDMAC DRIVE
MOHAWK ROAD WEST
D/S·110
E·2/S·110
E/S·556
E·2/S·110
D/S·110
AA
B
B1
B2
C
SAN FERNANDO DRIVE
SAN PEDRO DR
SAN GRECO DRIVE
SAN MARINO CRESCENT
CRESCENT RD
GOULDING AVE
SAN PAULO DRIVE
KAREN CRES
SAN ANTONIO DRIVE
HAMILTON HEALTH SCIENCES
SANATORIUM ROAD

5 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 24

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

RECEIVED
SEP 25 1992
CITY CLERKS

SUBJECT: **Expropriation of part of 631 Rymal Road West from Russell and Muriel McCrory for Roadway Purposes**

RECOMMENDATION:

a) That part of the property at 631 Rymal Road West required for implementation of the amended Carpenter Neighbourhood Plan, be acquired through expropriation and that the City Solicitor be directed to take the appropriate action.

b) That the City Clerk be authorized and directed to:

i) Give notice of the City's application as expropriating authority, to all owners, registered owners and tenants (as defined in The Expropriation Act) to acquire part of the property at 631 Rymal Road West, as shown in heavy outline on the attached plan, containing 845.39 square metres (9,100 square feet) more or less, for highway and municipal purposes.

ii) Advertise Notice of the City's Application in a newspaper as required by The Expropriations Act, and

iii) Sign and receive the said application for approval to Expropriate.

iv) That the Director of Property be authorized and directed to obtain an independent appraisal of the lands to be expropriated to form the basis of compensation to be offered by the City and that The Director of Property be authorized and directed to negotiate compensation with the owner for the expropriated lands on the basis of the appraisal report.

c) That all costs related to the acquisition and expropriation be charged to Account Centre CH 00107 (Reserve for Services Through Unsubdivided Lands).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The City of Hamilton recently approved the Carpenter Neighbourhood Plan and a Draft Plan of Subdivision detailing the subdivision development to occur just south of Rymal Road West directly opposite Upper Paradise Road.

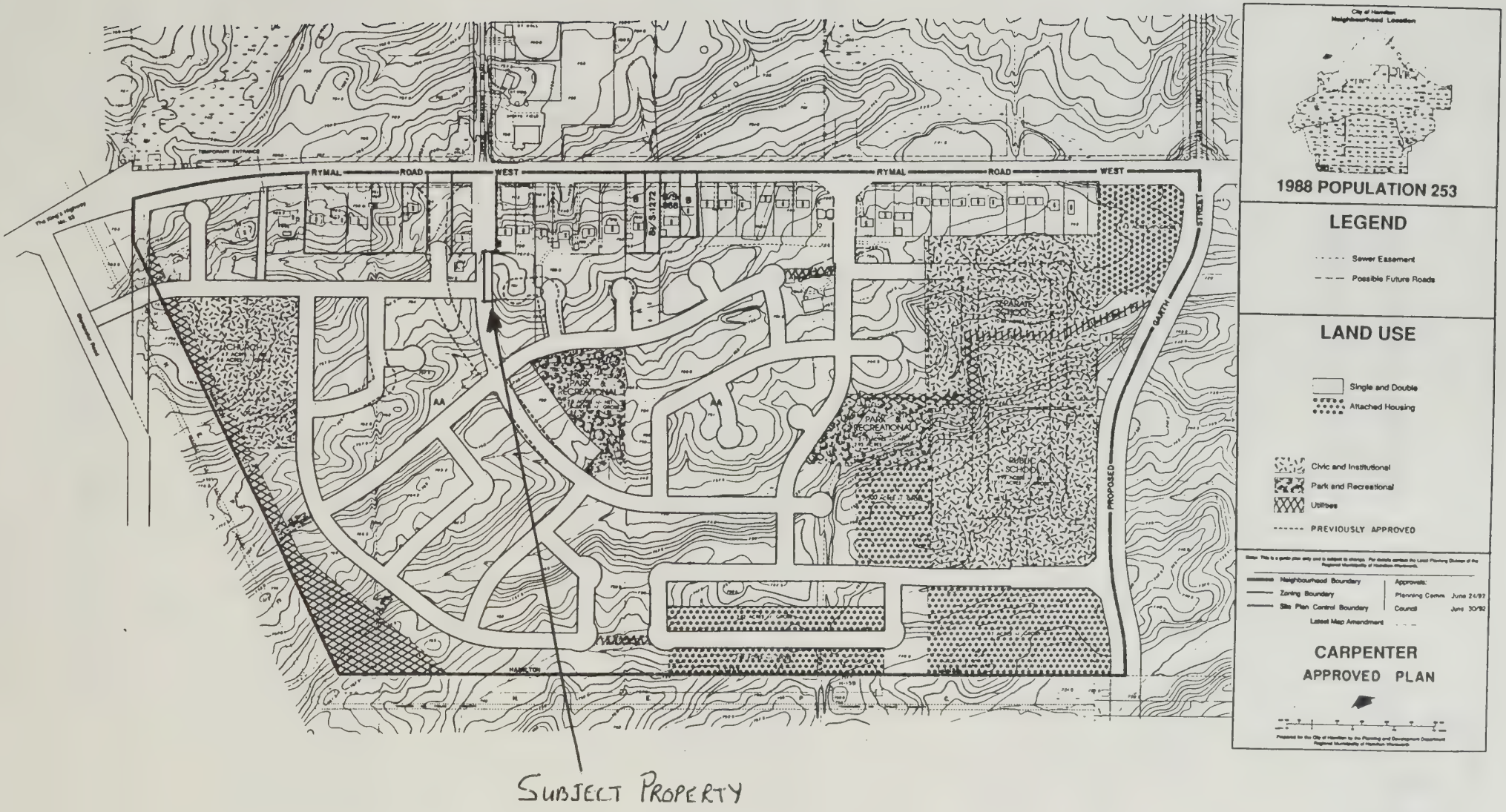
Subsequently, the City discovered that through the purchase of 643 Rymal Road West, Upper Paradise Road could be extended southward along its optimal alignment resulting in a potential savings to the City estimated in excess of $1,000,000.00.

The City has since purchased 643 Rymal Road West and now requires a portion of rear land belonging to municipal address 631 Rymal Road West in order to facilitate the proposed amendments to the recently approved Neighbourhood Plan and the affected Draft Plan of Subdivision.

The Property Department has completed negotiations with the homeowner and have been unable to affect an agreement.

As such, in order to implement the aforementioned plans and to ensure the City acquires possession of the property within a time frame which does not adversely affect the developer, the Property Department herein recommends that the City proceed to expropriate the necessary lands.

WmM/nw
c.c. P. Noé Johnson, City Solicitor
A. Ross, Treasurer
L. MacNeil, Property Clerk, Surveys
G. Aston, Roads Department
V.J. Abraham, M.C.I.P., Director of Local Planning Division
Attention: B. Janssen


RYMAL ROAD WEST
RYMAL ROAD WEST
PARK & RECREATIONAL
PARK & RECREATIONAL
PUBLIC SCHOOL
PROPOSED
GARTH
STREET
HAMILTON
SUBJECT PROPERTY
City of Hamilton
Neighbourhood Location
1988 POPULATION 253
LEGEND
Sewer Easement
Possible Future Roads
LAND USE
Single and Double
Attached Housing
Civic and Institutional
Park and Recreational
Utilities
PREVIOUSLY APPROVED
Neighbourhood Boundary
Zoning Boundary
Site Plan Control Boundary
Latest Map Amendment
Approvals:
Planning Comm. June 24/92
Council June 30/92
CARPENTER
APPROVED PLAN

5(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 24

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

RECEIVED
SEP 24 1992
CITY CLERKS

FROM: D. W. Vyce
Director of Property

SUBJECT: **Acquisition of Land required for Roadway Purposes - Gagliano Gardens Addition - Extension of Eaglewood Drive**

RECOMMENDATION:

a) That the Director of Property be authorized to negotiate with the following owners for the acquisition of a portion of their lands required for the extension of Eaglewood Drive in Gagliano Gardens Addition Subdivision in order to implement the Eleanor Neighbourhood Plan. The necessary expenditures are to be charged to Account Number CH 5X323 00107 (Services Through Unsubdivided Lands).

	Property	Owner
i)	Part of 801 Rymal Road East Parts 8 & 9, Plan 62R-9927	Gustav Turnewitsch
ii)	Part of 819 Rymal Road East Parts 12 & 13, Plan 62R-9927	Garnet Hyslop Jean Hyslop

b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before March 1, 1993, the City Solicitor be authorized and directed to initiate expropriation proceedings, and the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value. The costs are to be charged to Account Number CH 5X323 00107 (Services Through Unsubdivided Lands).

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The costs to acquire the required lands will be recovered through 1 Foot Reserves.

BACKGROUND:

The owner of the proposed subdivision Di Cenzo Construction Company Limited, has been unsuccessful in his attempts to acquire the required lands and he has requested municipal involvement so the development of single family lots can proceed in an orderly manner and not be unduly delayed.

AC/nw
Attach.

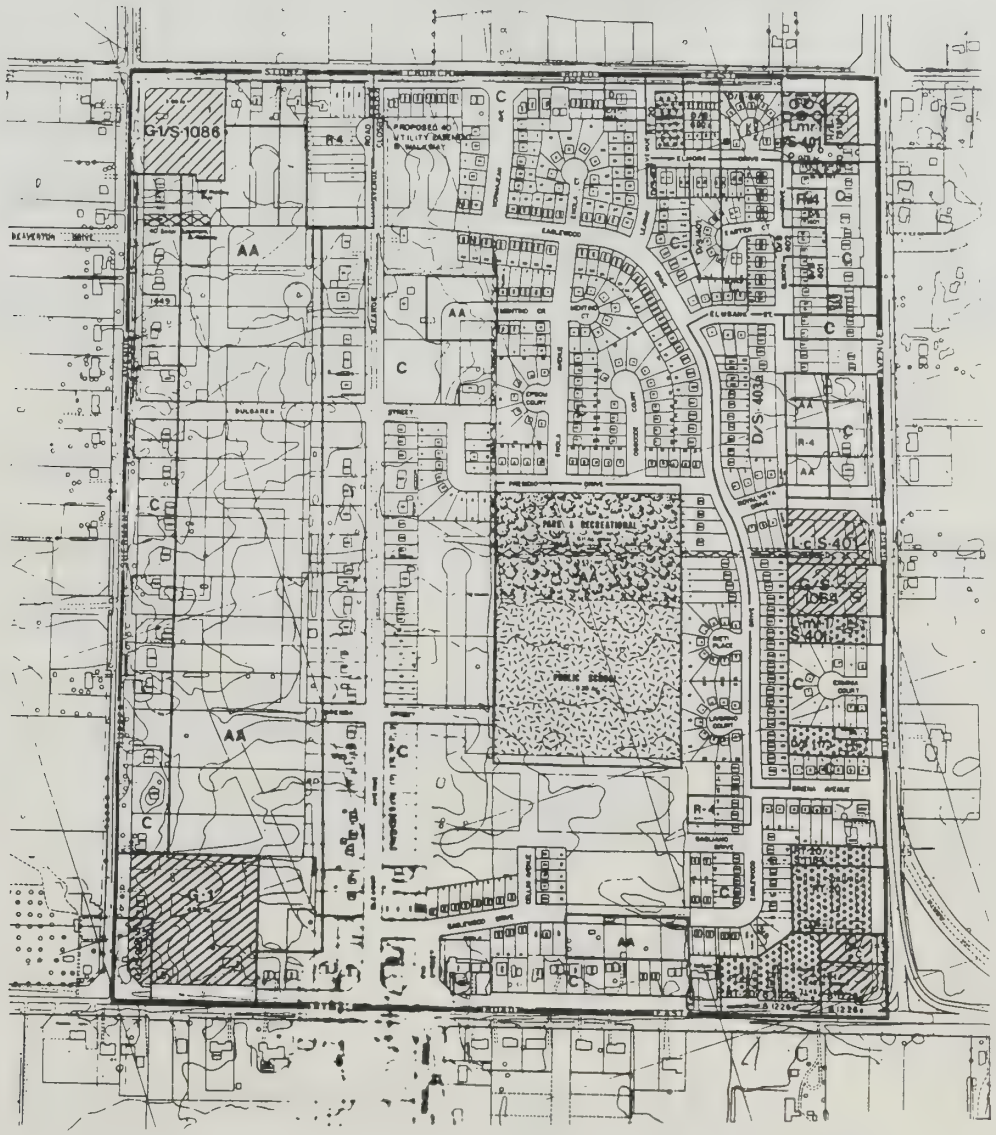
c.c. P. Noé Johnson, City Solicitor

A. Ross, Treasurer

L. MacNeil, Property Clerk, Surveys

K. Brenner, Environmental Services Department

(34.24.1)



NOTE: This is a GUIDE PLAN only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial & apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

Neighbourhood Boundary

Zoning Boundary

Approvals

Planning Committee JULY 8,1975 Council NOV 27,1973

Latest Revision Date MARCH 4,1982

CITY OF HAMILTON

PLANNING DEPARTMENT

ELEANOR

APPROVED PLAN

NORTH

SCALE 0 100 m 200 m

EXISTING POPULATION (1988) 1165

43

AN OF SURVEY
SHOWING
7 - CONCESSION 8
TOWNSHIP OF BARTON
NOW IN THE
F HAMILTON
LITY OF HAMILTON - WENTWORTH
SCALE = 1 : 400
5 10 20 METRES
. FRASER O.L.S. 1988

CAUTION

THIS PLAN IS NOT A PLAN OF SUBDIVISION WITHIN THE MEANING OF THE PLANNING ACT

METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048

LEGEND

□	DENOTES A SURVEY MONUMENT PLANTED
■	DENOTES A SURVEY MONUMENT FOUND
SIB	DENOTES A STANDARD IRON BAR
SSIB	DENOTES A SHORT STANDARD IRON BAR
IB	DENOTES AN IRON BAR
WIT	DENOTES "WITNESS"
B84	DENOTES A.T. McLAREN O.L.S
B12	DENOTES A.J. CLARKE O.L.S
B13	DENOTES J.D. PETERS O.L.S
CC	DENOTES A CUT CROSS

BEARINGS ARE ASTRONOMIC AND REFERRED TO THE WESTERN LIMIT OF PLAN 62R-9845 HAVING A BEARING OF N16°28'50"E

SCHEDULE

PART	LOT	CON	TOWNSHIP	INSTRUMENT	AREA
1					3.07 m²
2					5.40 m²
3					175.48 m²
4				359112 CD REMAINDER	181.98 m²
5					5.61 m²
6					0.91 m²
7	7	8	BARTON		29.69 m²
8				204000 CD	222.43 m²
9					6.86 m²
10				359112 CD REMAINDER	11.44 m²
11					370.85 m²
12				39879 BAR REMAINDER	300.98 m²
13					3.30 m²

PARTS 6 AND 7 SUBJECT TO A RIGHT OF WAY AS IN INSTRUMENT No. [illegible]

PLAN 62R-9927

RECEIVED AND DEPOSITED
DATE 1998 11 04
Ann Fleming DEP
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (No. 62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE OCTOBER 28, 1988
GEORGE [illegible]

PART 1 - PLAN 62R-7972

(131.67 PLAN 62R-7972)
131.72 N71°21'50"W MEAS. (38.10 - PLAN 62R-7972) 38.14 MEAS
POST AND WIRE FENCE ON LINE
CHAIN LINK FENCE
FENCE W/LINE
22.86 N71°23'20"W
PART 8
PART 9
PART 6
PART 11
PART 10
PART 12
PART 13
30.97 N71°21'50"W
29.86 N71°23'20"W
1.17 N71°21'50"W
1.18 N71°21'50"W
29.85 N71°23'20"W
N16°49'20"E
9.74
9.73
9.72
9.71
0.30
0.49
SIB(824)
SIB(1213)
SSIB(912) REPL WITH SIB
WIT
BEND

ENLARGEMENT
NOT TO SCALE

30.97 N71°21'50"W
POST AND WIRE FENCE
FENCE W/LINE
FORMERLY OCCUPIED
FORMERLY OCCUPIED BY EAST
A 1.01 m
CHAIN LINK FENCE
0.03 N16°49'20"E
0.30
1.17 N71°21'50"W
29.86 N71°23'20"W
9.71 N16°28'50"E
L 0.30 N16°28'50"E
FENCE ON LINE
WIRE FENCE
BEND
29.85 N71°23'20"W
1.18 N71°21'50"W
MONUMENTS 25 SOUTH AND 0.05 WEST
SIB(WIT)

PART 5 - PLAN 62R-7972
REMAINDER OF INST. No. 359112 CD

PART 1 - PLAN 62R-9845
PARCEL 7-2, SECTION BAR 8(c)

7 - C O N C E S S I O N 8

REMAINDER OF INSTRUMENT No. 1879 BAR

INSTRUMENT No. 2...

N16°28'50"E
83.31
SSIB(912)
SIB(824)
SIB(912)
5°32'30"E

...GAGE AVENUE
...VANCE BETWEEN TOWNS... & LOTS 6 AND 7
...WAY NSS NOW REGIO... RD 163

6(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 28

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Broker Drive and Brentwood Drive - Intersection Control. **(TEC-195-92)**

RECOMMENDATION:

a) That no action be taken on the request for four-way stop control at the intersection of Broker Drive and Brentwood Drive; and

b) That no action be taken on the request to lower the speed limit on the streets in the vicinity of Huntington Park Elementary School.

Hart Solomon FOR M.F. MAIN

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order to $10,000.00 annually.

BACKGROUND:

Aldermen Tom Jackson and Bob Charters have forwarded a petition signed by 58 area residents requesting that four-way stop control be implemented at the intersection of Broker Drive and Brentwood Drive, and that the speed limit be lowered on the streets in the vicinity of Huntington Park Elementary School.

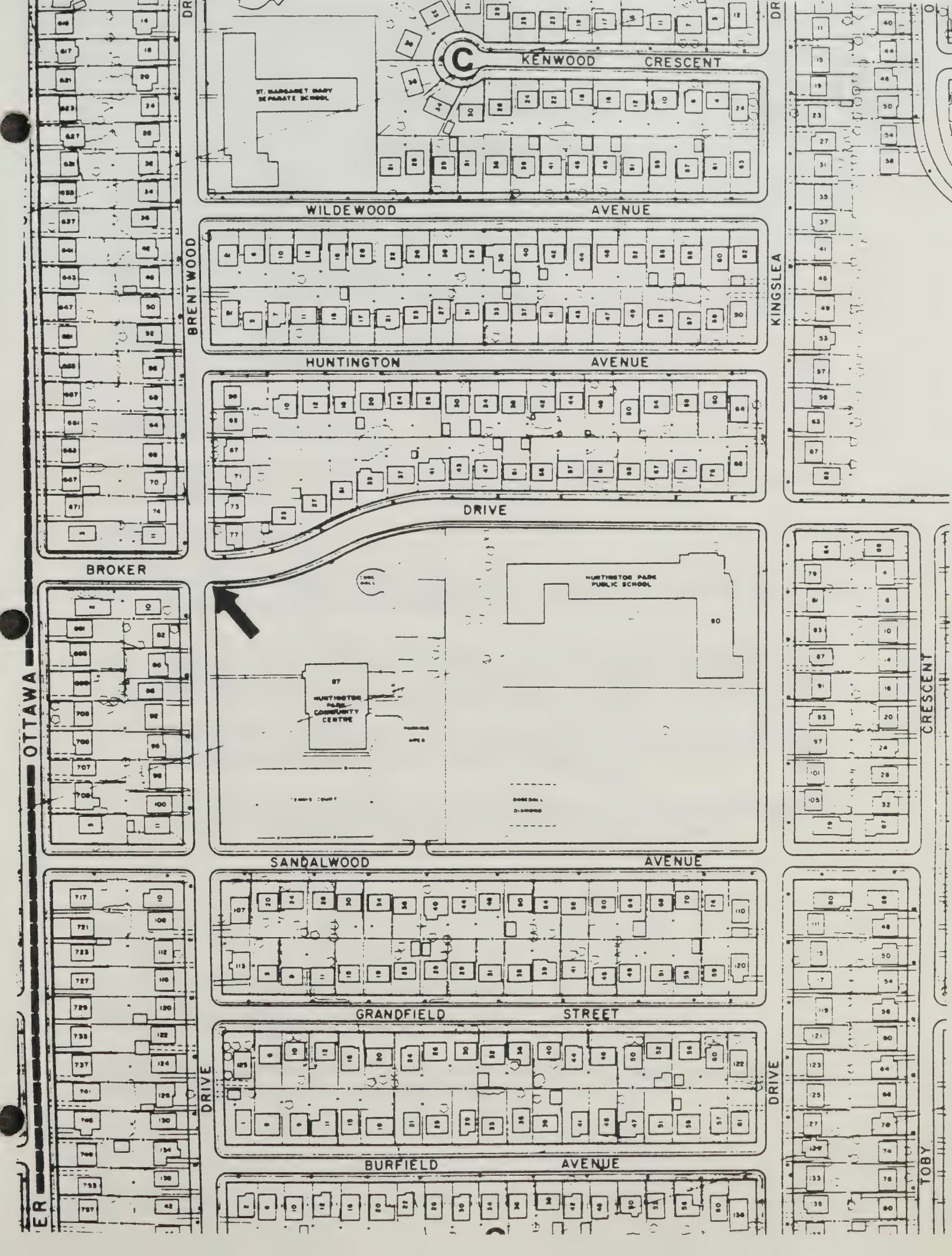
The subject intersection is a four-leg intersection, and presently, northbound and southbound traffic on Brentwood Drive is required to stop for eastbound and westbound traffic on Broker Drive. Traffic Department records indicate that there have been three reported collisions at this intersection in the past eight years. This is a reasonably good collision record for this type of intersection.

The Traffic Department has assessed this request and have their usual concerns respecting unwarranted four-way stop control, including the fact that there has not been a documented collision problem at this intersection, and unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Also, this intersection is only 200 feet east of another stop sign at Upper Ottawa Street, two stop signs within 200 feet of each other would be unexpected and would result in a high violation rate by motorists. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for four-way stop control at this intersection.

The speed limit on the streets in the vicinity of Huntington Park Elementary School is 50 kph which is the case on virtually all residential streets. It is our view that this is a reasonable speed for motorists to travel on streets in this area. The concern is always with motorists who are driving over the speed limit, and merely changing the speed limit to a lower level would not have any effect on motorists who are exceeding the present speed limit. It has been well documented that reducing the speed limit under these circumstances would be ineffective in decreasing vehicle speeds, and would result in an increase in the number of vehicles exceeding the speed limit. Moreover, this action could increase the differential in speeds which would result in more tailgating and more passing attempts, and would increase the potential for head-on collisions.

For the above reasons, the Traffic Department does not support the request to lower the speed limit on the streets in the vicinity of Huntington Park Elementary School.

HM/MH/ks


KENWOOD CRESCENT
ST. MARGARET BABY SEPARATE SCHOOL
WILDEWOOD AVENUE
BRENTWOOD
KINGSLEA
HUNTINGTON AVENUE
DRIVE
BROKER
HUNTINGTON PARK PUBLIC SCHOOL
HUNTINGTON PARK COMMUNITY CENTRE
SANDALWOOD AVENUE
OTTAWA
CRESCENT
GRANDFIELD STREET
DRIVE
BURFIELD AVENUE
TOBY

6 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 30

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

King Street East and Greenhill Avenue/Owen Place - Request for a Second School Crossing Guard **(TEC-197-92)**

RECOMMENDATION:

a) That a second School Crossing Guard not be assigned to the signalized intersection of King Street East and Greenhill Avenue/Owen Place; and

b) That the existing School Crossing Guard currently executing his/her duties on the west approach of the intersection be instructed to continue providing assistance for those children wishing to cross the south approach of the intersection; and

c) That the Traffic Department contact the affected schools in order to advise them of the changes to the guard's duties at this intersection; and

d) That Traffic Department staff monitor the intersection to determine any increases in usage by school aged children as a result of this course of action.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The provision of a second School Crossing Guard to this location would increase the School Crossing budget by approximately $6,000.00 annually.

BACKGROUND:

In June of 1992, Alderman Agostino received a petition requesting the placement of a second School Crossing Guard at the signalized intersection of King Street East and Greenhill Avenue/Owen Place. This petition was signed by representatives of approximately 30 area homes. The intersection of King and Greenhill/Owen Place and the location of the existing School Crossing Guard has been investigated on numerous occasions over the past 10 to 12 months. Each investigation has related to different issues brought forward by different individuals.

The most recent concern addressed in the petition is requesting the placement of a second School Crossing Guard in the south approach to assist pedestrians wishing to cross Greenhill Avenue. This concern relates to northbound right turning vehicles and east-west pedestrians in the south crosswalk. The concern is that these vehicles are not stopping prior to turning right on the red indication. At the same time, the pedestrian indications are advising children and adults to commence walking across the street.

Traffic Department staff have conducted observations relating to this specific request on five occasions. At no time was an incident observed as described by the concerned parents. This type of incident is a random occurrence and may never occur again. The potential for this incident is common at all traffic signals in the City of Hamilton. The five observations conducted identified a range from three children to ten children crossing this south approach. The Traffic Department therefore recommends that a second School Crossing Guard not be assigned to this intersection.

Upon receipt of the petition, the Traffic Department instructed the School Crossing Guard at this location to provide assistance to those children wishing help in crossing the south approach. He has been undertaking this additional responsibility since the start of the current school year. Due of the minimal number of children using the south approach, he has been able to provide safe and effective assistance to children at this intersection.

This remedial action has been discussed with the originator of the petition and she personally is satisfied with this course of action. She did raise the issue of the minimal users at this location and suggested that this is the case because parents are unaware of the change in the guard's duties and are driving their children to school. The Traffic Department will contact the affected schools in order that they may advise parents that supervision will be provided upon request to assist in crossing the south approach of the intersection. Parents will then be aware of the situation and may then allow their children to walk to school.

Periodic monitoring will occur to identify any increases in pedestrian activity and the affect it may or may not have on the School Crossing Guard's performance.

TA/MH/ks

7(a)

CITY CLERK'S DEPARTMENT

MEMORANDUM

****

TO: Kevin Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Mr. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2747

SUBJECT: **RESOLUTION FROM THE REGIONAL MUNICIPALITY OF WATERLOO**

DATE: 1992 September 30

Please find attached a copy of a resolution from the Regional Municipality of Waterloo respecting New Legislation for Beverage Containers which City Council at its meeting held 1992 September 29 referred to the Transport and Environment Committee.

att.

The
REGIONAL
MUNICIPALITY
of WATERLOO

REGION/
Ev

Marsland Centre, Waterloo

Telephone: (519) 885-9410
FAX: (519) 885-1436

1.

August 28, 1992

TO: CLERKS OF MUNICIPALITIES (20,000+)

Dear Sir/Madam:

Please take appropriate action with respect to the attached Resolution regarding New Legislation for Beverage Containers.

Thank You.

Yours truly,

E. Stettner

Evelyn Stettner, CMC, CMO
Regional Clerk

ES/cjw
Attach.

OFFICE OF THE CITY CLERK
SEP 0 4 1992
REC. BY ... DATE 09/04/92
REF'D. TO ... DATE
REF'D. TO ... DATE
REF'D. TO ... DATE
ACTION:

Thank you for your consideration of this important issue.

Yours truly,

E. Stettner

ES/cjw

Evelyn Stettner, CMO, CMC
Regional Clerk

cc: The Honourable Ruth Grier, Minister of the Environment
The Honourable David Cooke, Minister of Municipal Affairs
Ontario Association of Municipal Recycling Coordinators
Association of Municipalities of Ontario
Ontario Soft Drink Association
✓Ontario Municipalities with population over 20,000
K. Seiling, Regional Chair
G.A. Thompson, Chief Administrative Officer
W. Pyatt, Commissioner of Engineering
J. Colonna, Director, Solid Waste

7(b)

CITY CLERK'S DEPARTMENT

MEMORANDUM

RECEIVED
OCT - 6 1992
CITY CLERKS

TO: K. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: Tina Agnello, Secretary
Planning and Development Committee
City Clerk's Department

OUR FILE:
PHONE: 546-2729

SUBJECT: **Janet Court Walkway Closure, Kentley Neighbourhood**

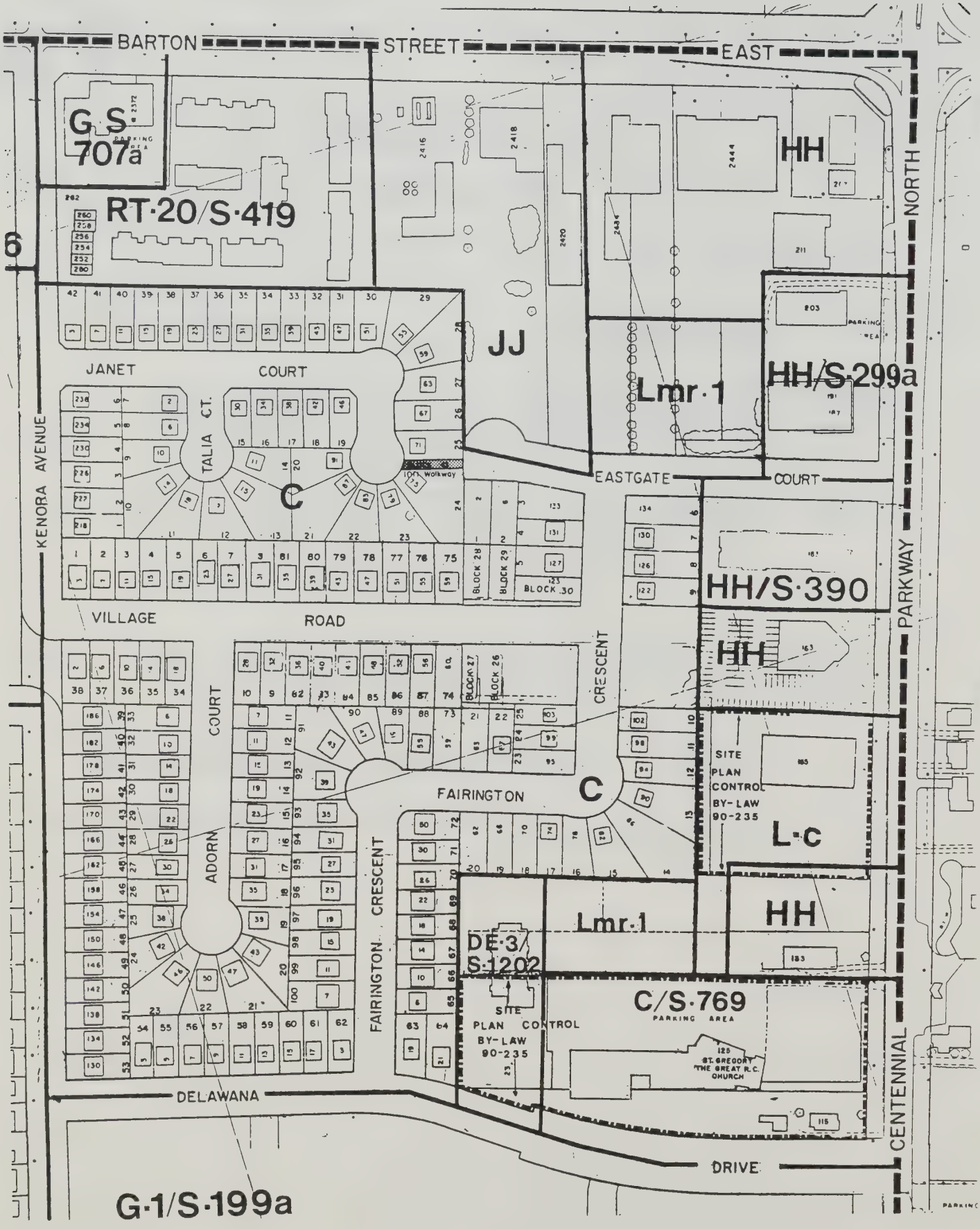
DATE: 1992 October 5

City Council, at its meeting held 1992 September 29, approved Section 13 of the SIXTEENTH Report of the Planning and Development Committee as follows:

(a) That the Janet Court walkway, as shown on the attached map marked as Appendix "E", be deleted from the Kentley Neighbourhood Plan, and;

(b) That the request for closure of the walkway be forwarded to the Transport and Environment Committee.

T. Agnello



Existing Walkway
Kentley Neighbourhood

MAP – 2

8.

CITY COUNCIL
HAMILTON, CANADA

Alderman Tom Jackson

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 383-3470 – WARD 6

22 September 1992.

RECEIVED
SEP 24 1992
CITY CLERKS

Mr. Murray Main,
Director of Traffic Services.

Dear Mr. Main:

Re: Intersection of Landron Avenue and Carson Drive.

If there is nothing further that you can do within your department regarding this request for intersection control at Landron and Carson, I would then request that this item be placed on the agenda for the next Transport and Environment Committee meeting as a delegation.

Sincerely,

Tom Jackson

Tom Jackson,
Alderman, Ward 6.

TJ:njb

c.c. Alderman H. Merling, Chairman,
Transport & Environment Committee.

Mr. Kevin Christenson, Secretary,
Transport & Environment Committee.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 06

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Landron Avenue and Carson Drive - Intersection Control. [TEC-202-92]

RECOMMENDATION:

a) That no action be taken on the request for stop control at the 90° turn in the road at Landron Avenue and Carson Drive; and

b) That the Traffic Department be directed to erect "checker board" signs for southbound traffic on Carson Drive and westbound traffic on Landron Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at locations such as this results in increased motor vehicle operating costs in the order of $10,000.00 annually.

BACKGROUND:

Alderman Tom Jackson has advised of a request that stop control be implemented at the 90° turn in the roadway at Landron Avenue and Carson Drive.

The intersection of Landron Avenue and Carson Drive is actually a 90° turn in the roadway as opposed to an intersection where conflicting turning movements occur. The City Solicitor and the Ministry of Transportation previously advised that the Highway Traffic Act does not provide for the erection of stop signs at turns in the roadway and that the Municipality could be held liable for any damages associated with the placement of stop signs at such a location. Therefore, the City does not have the authority to erect stop signs at this location and cannot support this request.

Notwithstanding, a site investigation has revealed that there are no "checker board" signs in place to warn motorists that the road takes a 90° turn. Therefore, the Traffic Department recommends that "checker board" signs be erected for southbound traffic on Carson Drive and westbound traffic on Landron Avenue.

CVB/ca

MOHAWK ROAD EAST
DE-3/S-67
RIDEAU CR
SUMMERLEA DRIVE
SUMMERLEA PLACE
REGENCY STREET
BOSOM CT.
ALGONQUIN COURT
CARSON DRIVE
GATINEAU DRIVE
RAPALLO DRIVE
WOXLEY DRIVE
WESTON CT.
ANSON AVENUE
LISGAR COURT
LISGAR DRIVE
CARSON CRESCENT
MARSON
BESTON
D/S-465
E-26/372
LANDOR AVENUE
D/S-548
D/S-548A
R-4
LOCKEED DRIVE
PARIS AVENUE
ARTISTIC BOULEVARD
RANKO COURT
NORTHGATE DRIVE
MARIA CT.
LARCH STREET
LAMB COURT
MOXLEY DRIVE
413b
MOXLEY COURT
D/S-160
LEDUC STREET
KINGSMERE STREET
C/S-346
EMBASSY DRIVE
D/S-464
KNIGHTS COURT
PALACE BOULEVARD
DE-2/S-166
E-2/S-166
S-160
DE/S-257
G/S-346
LONDON ST
CASTLE STREET
KENILWORTH AVENUE
UPPER
ROAD EAST

URBAN/MUNICIPAL
CA4 ON HBL A05
CSIT6
1992

J.J. SCHATZ
CITY CLERK

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK
71 MAIN STREET WEST
HAMILTON, ONTARIO L8N 3T4

TEL. 546-2700
FAX: 546-2095

1992 October 29

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1992 November 2
9:30 o'clock a.m.
Room 233, City Hall

URBAN MUNICIPAL

GOV'MENT DOCUMENTS

Kevin C. Christenson, Secretary
Transport and Environment Committee

NOV. 2/92

AGENDA

1. **DELEGATION** (9:30 o'clock a.m.)

   (a) Abuses of Reserved Parking for Physically Disabled - Mr. D. Binns

   (b) Application to Remove Tree, Artaban Non-Profit Homes Inc. - Mr. D. Little

   (c) Intersection of High Street and Idlewood Avenue - Intersection Control - Alderman T. Jackson

   (d) King Street East and Greenhill Avenue/Owen Place - Request for a Second School Crossing Guard - Alderman D. Agostino

2. **CONSENT AGENDA**

3. **DIRECTOR OF TRAFFIC SERVICES**

   (a) Delmar Drive - Parking Regulation

   (b) School Crossing Guard Services During Professional Development Days

   (c) Marcel Hair Salon, 53 King William Street - Request for a Parking Meter

   (d) Sanatorium Road at West 32nd Street - Stop Sign Removal

4. **DIRECTOR OF PROPERTY**

   Sale of Lands to the Region for the Red Hill Creek Expressway

5. **DIRECTOR OF PUBLIC WORKS**

   Restructuring - Street and Sanitation Divisions

6. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP**

   New West Mountain Twin Pad Arena/Chedmac Drive Servicing Costs

7. **1993 - 2002 PROVISIONAL CAPITAL BUDGET**

   (a) Transportation/Environmental Services Group

   (b) Traffic Services

   (c) Public Works Department

8. **ALDERMAN F. D'AMICO**

   City Tree Removal - 21 Abbington Drive

9. **ALDERMAN H. MERLING**

   Institute of Transportation Engineers Publication (For Information)

10. **OTHER BUSINESS**

11. **ADJOURNMENT**

TRANSPORT AND ENVIRONMENT COMMITTEE

OUTSTANDING ITEMS

	ITEMS	ORIGINAL DATE	ACTION	STATUS
1.	Criteria and Report of School Crossing Guards	1992 January 6	Mr. M. Main, Director of Traffic Services Services	Comprehensive Report Pending
i.	Intersection of Kenilworth Avenue and Monterey Avenue	1992 January 6	Alderman D. Wilson	Tabled
ii.	Intersection of Sanatorium Road and Rice Avenue	1992 January 6	Alderman D. Ross	Tabled
iii.	Intersection of Main Street West and Whitney Avenue	1992 January 6	Alderman M. Kiss	Tabled
2.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Mr. M. Main Director of Traffic	Report Pending Public Meeting
3.	Intersection of Sterling Street and Dalewood Crescent	1992 July 20	Alderman M. Kiss	Tabled - Prepare Report
4.	Corner Clearances - Intersection of Marion Avenue South and South Oval	1992 August 17	Mr. M. Main Director of Traffic	Report Pending - 6 months February, 1993
5.	Intersection of Flatt Avenue and Glenside Avenue	1992 August 17	Alderman M. Kiss	Tabled
6.	Intersection of Franklin Avenue and Longwood Road North	1992 August 17	Alderman M. Kiss	Tabled
7.	School Crossing Guard - Bendemere Avenue and Upper Paradise Road	1992 September 21	Alderman D. D'Amico	Tabled
8.	Parking Regulations - Bond Street South between Marion Avenue South and Main Street West	1992 September 21	Alderman M. Kiss	Tabled
9.	That a four-way stop control intersection of Broker Drive and Brentwood Drive	1992 October 19	Mr. M. Main, Director Traffic Services	Report Back in 6 months time

Kevin C. Christenson, Secretary

1992 October 29

BINNS
Insurance Ltd.

135 James Street South
9th Floor
Hamilton, Ontario
L8P 2Z6

(416) 57-BINNS
(416) 57-24667
FAX (416) 577-6250

1 (a)

September 3, 1992

The City of Hamilton
71 Main St. W.
Hamilton, Ont
L8P 1H4

Attention: Kevin Christenson, Secretary
Transportation and Environment Committee

Dear Mr. Christenson:

I would like to request permission to speak to the Transportation and Environment committee at the next meeting. There are many abuses of reserved parking for the physically disabled. Not only do I wish to point out how often this happens, the inconvenience, and the difficulty it imposes; I would also like to suggest a remedy.

Would you please confirm my attendance at the next meeting, plus the time.

With respect. I remain.

Yours sincerely,

David R. Binns

ARTABAN Non-Profit Homes Inc.

320 CHARLTON AVE. W.

HAMILTON, ONT. L8P 2E7

1 (b)

21 October 1992

Kevin C. Christenson
Secretary
Transportation & Environment Committee
City Hall
71 Main Street West
Hamilton Ontario
L8N 3T4

Dear Mr. Christenson:

Re: Application to Remove Tree
Artaban Non-Profit Homes Inc.
Redevelopment 322-330 Charlton West
DA-92-24

This letter is our request to have an application to remove a tree on City property put on the Transportation and Environment Committee agenda for consideration at its 2 November meeting. The particulars of our application are set out below.

Request

We request approval for the removal of a tree located near the south-west corner of the site to allow for a driveway along the westerly edge of the site from Charlton Avenue to the parking area at the rear of the proposed building. This request is pursuant to site plan approval given subject to obtaining this permission. By letter dated 9 October Artaban Non-Profit Homes gave its undertaking to pay the costs of removal, estimated at $2000.00, and we reaffirm this undertaking.

Procedural History

This application furthers the re-development of 322-330 Charlton Ave. West, Hamilton, to erect in place of a frame house and burnt-out parish hall a new four-storey brick apartment of 29 units with parking at the rear.
Re-zoning application, with the support of the Planning Department, was approved by Planning & Development Committee in April and by City Council in May of 1992. The site-specific re-zoning by-law was established in June.
Permits to demolish the frame house and hall were approved in September. Building Permit, subject to payment of imposts and levies has been approved in October, as has the site plan approval referred to above.

Design Issues

This application is incidental to the overall re-design of the site

and we urge that it be considered in the context of the total plan for the site and its impact on the immediate vicinity.
The site itself presents many challenges. From the beginning, this company worked closely with City technical staff in evaluating the site and establishing development goals long before the presentation of any formal requests for re-zoning. Among these goals are that the new facility should adjoing the existing Church, that there must be enough units to make it viable from Ministry of Housing standpoint, that modest height limits be adhered to, and that the design be sensitive to the integration of the building and accessories with the neighbourhood.
The development proposal represents a careful balancing of goals and site constraints. This application to remove a tree does not arise from any design change after zoning approval.
The site constraints preclude any reconfiguration of the building because of the height limit and need to provide parking.
The present location of the driveway provides a space buffer between the building and the residence to the west of the project, and serves parking hidden behind the building.

Alternative Access

It is not possible to relocate the driveway elsewhere along the southerly boundary of the project because the building is attached to the Church.
In our discussion with traffic staff, any attempt to bend the proposed driveway around the tree would require vehicles to swing east and then back west onto Charlton, a maneuvre we are advised is highly undesirable.
During public consultations prior to re-zoning, parking was a major issue.
Relocation of access to the rear of the site, off the alley, is not feasible because it will either use up precious parking spaces or green space.
The exit from the alley onto Locke Street is also hazardous. At public and private meetings with neighbourhood residents, relocation of a drive at the back was strongly opposed because of residents' privacy and security concerns.

Landscape Concerns

The tree in question is a healthy, very mature deciduous, somewhat deformed by utility cuttings. There is one similar City tree about 10 feet west of the subject tree, on the lawn at 332 Charlton. In addition, there are two similar City trees east of the subject tree, in front of the site. Our development calls for the preservation of these two trees (they will be in front of the proposed building). Thus, of this row of four mature trees, three will remain.
In addition,plans prepared by our landscape architect call for a variety of new plantings of shrubs and trees both in front and behind the building.
The net visual effect will be an interesting mix of young and mature trees.

Neighbourhood Concerns

During the evolution of this project, we have had members of the neighbourhood at meetings held in the Church, we have canvassed door-to-door, we have distributed newsletters, we have met with the neighbourhood at meetings of the Kirkendall Neighbourhood Association, at meetings held on Charlton Avenue, and at a public meeting at City Hall.
We were regularly asked, "What about the trees?" We have always said

that the subject tree would have to be removed but that we were trying our best to preserve the other City trees. This application delivers on our statements to the neighbours.
During the re-zoning, several aspects of the development came under neighbourhood criticism. The removal of the tree, while integral to the plan throughout, and while well known to the neighbourhood, was not an issue on which opponents fought the proposal.

Summary

This application is in furtherance of a coherent site design that balances many competing desiderata, and has been subject to thorough minicipal and public scrutiny. The loss of this tree is part of that balancing. We believe, as people who will be occupying the site, that in view of the necessities and the preservation of the other trees, that it is a responsible removal, and that the overall environmental and aesthetic result will still be substantially preserved. The reaction of neighbourhood meetings indicates to us that the neighbourhood also accepts this approach.

Yours respectfully,

David Little
Vice President

p.c. Ald. Merling, Chairman
Ald. Kiss
Ald. Cooke
Mr. Sakala, Planning & Development
Mr. Lobo, Public Works
Jubilee Consultants

CITY OF HAMILTON

DATE: 1992 September 14
DA-92-24
Kirkendall North
Neighbourhood

REPORT TO: Alderman D. Drury, Chairman &
Alderman M. Kiss, Ward Alderman of
the Planning and Development Committee

FROM: Mr. J. D. Thoms
Commissioner of Planning and Development

SUBJECT: Site Plan Control Application DA-92-24 for a 29 unit apartment building and parish hall at 322-330 Charlton Avenue West.

RECOMMENDATION:

That approval be given to Site Plan Control Application DA-92-24 by Artaban Non-Profit Homes Inc., prospective owner, of the property at 322-330 Charlton Avenue West for development of a 29 unit apartment building and parish hall, subject to the following:

a) modification to the plan related to dimensions, notes, and encroachments as marked in red on the plans; and,

b) approval of the Driveway Approach Approval and authorization to remove the existing tree within the road allowance.

V.J. Abraham

V.J. Abraham, M.C.I.P.
Director of Local Planning

Approved date: Sept 20/92

Alderman D. Drury
Chairman

Alderman M. Kiss
Ward Alderman

COMMENTS RECEIVED:

The Building Department has indicated the following:

1. Demolition approval of the existing residential building by the Planning and Development Committee under Demolition Control By-law is required.

2. The minimum front yard of the proposed multiple dwellings is 4.3 m within 46 m of the easterly lot line.

3. A balcony may project a maximum of 1.0 m into the required front yard.

4. Demolition permits are required for the existing buildings to be removed.

The Traffic Department has advised the following:

1. An existing Sugar Maple tree is located at the west end of the property in the area of the proposed driveway. The Public Works Department has indicated that the tree is in fair condition and does not warrant removal. The applicant should contact the Public Works Department to discuss the existing tree and proposed driveway location.

2. The location of the access is approved in principle but the applicant must make an application to the Traffic Department for a Driveway Approach Approval.

The Roads Department has indicated in the attached letter that the grading plan is satisfactory. Also noted are details pertaining to access, planting, fencing and building encroachments and required notes or revisions.

The Public Works Department has indicated that removal of the existing tree within the road allowance must be authorized by City Council.

COMMENTS:

Modifications are required to the plans which have been marked in red, pertaining to notes, dimensions, balcony projection, access and encroachments.

The applicant is processing the necessary encroachment agreements for the existing structure and application for demolition of the existing buildings to be removed. The application for the Driveway Approach Approval must be processed to finalize detailed design and required approvals for construction and the removal and replacement of the tree within the road allowance.

JPS/ma

PLANNING & DEVELOPMENT
LOCAL PLANNING BRANCH
File No.
Received
SEP 17 1992
TO | STAFF | INIT. | INFO.
DIR.
P.P. & A.
NEIGH.
CART.

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Mr. V. J. Abraham
Director of Local Planning
Planning and Development Department

YOUR FILE:

ATTN: Mr. J. Sakala

FROM: Mr. J. Pook
Horticulturalist
Parks Division

OUR FILE: 911253.00
PHONE: 545-6130

SUBJECT: **Site Plan Control Application DA-92-24 for a Residential Development at 322-330 Charlton Avenue West, Hamilton**

DATE: 1992 September 10

Further to your letter dated July 14, 1992 with respect to the above subject, Forestry staff have investigated this application.

It is our understanding through contact with Traffic Department personnel that the developer would like to construct a driveway along the west property line at 330 Charlton Avenue West. The proposed driveway would allow access to a new parking lot, yet to be constructed, at the rear of this address. However, located directly in the centre of the proposed driveway stands a 24" diameter Sugar Maple on the road allowance in good condition. A tree evaluation performed by Forestry staff, using the "International Society of Arboriculture manual" values this tree at $2,000.00.

City of Hamilton By-law No. 92-155 respecting trees; section 5(2) does not permit the removal of this healthy public tree. However, under section 7(2), " City Council may only under exceptional circumstances, approve the removal of a healthy public tree which is not causing any damage to public or private property." Therefore, if removal of this tree is deemed necessary, City Council approval is required.

If access to the proposed parking lot is provided from the paved alleyway on the north property line, the tree would not have to be removed.

If you require any further assistance, please do not hesitate to contact me at 545-6130.

JP/tb

cc M. MacKinnon, General Foreman, Forestry

1(c.)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 August 24

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of High Street and Idlewood Avenue - Intersection Control. [TEC-165-92]

RECOMMENDATION:

That three-way stop control not be implemented at the intersection of High Street and Idlewood Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Idlewood Avenue at High Street would result in additional motor vehicle operating costs in the order of $10,000.00 per year.

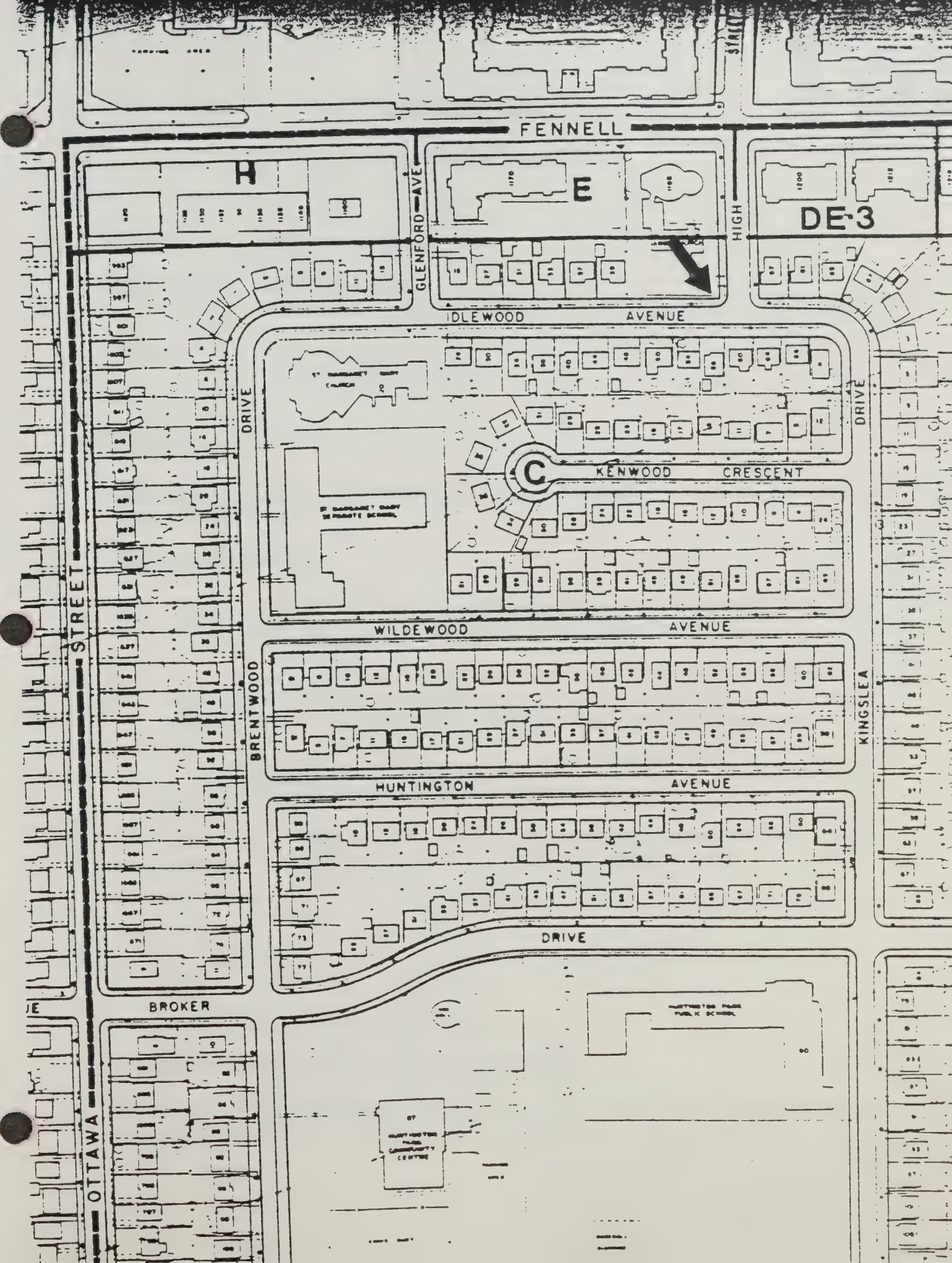
BACKGROUND:

Alderman Tom Jackson recently asked the Traffic Department to report to the Transport and Environment Committee respecting the feasibility of implementing three-way stop control at the intersection of High and Idlewood. No specific concerns were given regarding the operation of this intersection.

Presently, there is a three-way stop at Glenford and Idlewood which is only approximately 500 feet west of the subject intersection. Also, there is a 90 degree turn in the roadway only 150 feet east of the subject intersection. The Traffic Department would consider an additional stop on Idlewood at High to be over-restrictive and unnecessary.

The Traffic Department has assessed this request and has the usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year. Therefore, for the above-mentioned reasons, the Traffic Department does not support the request for three-way stop control at this intersection.

MH/ca


FENNELL
H
E
DE-3
GLENFORD AVE
HIGH
IDLEWOOD AVENUE
DRIVE
DRIVE
C
KENWOOD CRESCENT
WILDEWOOD AVENUE
STREET
BRENTWOOD
KINGSLEA
HUNTINGTON AVENUE
DRIVE
BROKER
OTTAWA

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 30

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

RECEIVED
OCT 09 1992
CITY CLERKS

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

King Street East and Greenhill Avenue/Owen Place - Request for a Second School Crossing Guard **(TEC-197-92)**

RECOMMENDATION:

a) That a second School Crossing Guard not be assigned to the signalized intersection of King Street East and Greenhill Avenue/Owen Place; and

b) That the existing School Crossing Guard currently executing his/her duties on the west approach of the intersection be instructed to continue providing assistance for those children wishing to cross the south approach of the intersection; and

c) That the Traffic Department contact the affected schools in order to advise them of the changes to the guard's duties at this intersection; and

d) That Traffic Department staff monitor the intersection to determine any increases in usage by school aged children as a result of this course of action.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The provision of a second School Crossing Guard to this location would increase the School Crossing budget by approximately $6,000.00 annually.

BACKGROUND:

In June of 1992, Alderman Agostino received a petition requesting the placement of a second School Crossing Guard at the signalized intersection of King Street East and Greenhill Avenue/Owen Place. This petition was signed by representatives of approximately 30 area homes. The intersection of King and Greenhill/Owen Place and the location of the existing School Crossing Guard has been investigated on numerous occasions over the past 10 to 12 months. Each investigation has related to different issues brought forward by different individuals.

The most recent concern addressed in the petition is requesting the placement of a second School Crossing Guard in the south approach to assist pedestrians wishing to cross Greenhill Avenue. This concern relates to northbound right turning vehicles and east-west pedestrians in the south crosswalk. The concern is that these vehicles are not stopping prior to turning right on the red indication. At the same time, the pedestrian indications are advising children and adults to commence walking across the street.

Traffic Department staff have conducted observations relating to this specific request on five occasions. At no time was an incident observed as described by the concerned parents. This type of incident is a random occurrence and may never occur again. The potential for this incident is common at all traffic signals in the City of Hamilton. The five observations conducted identified a range from three children to ten children crossing this south approach. The Traffic Department therefore recommends that a second School Crossing Guard not be assigned to this intersection.

Upon receipt of the petition, the Traffic Department instructed the School Crossing Guard at this location to provide assistance to those children wishing help in crossing the south approach. He has been undertaking this additional responsibility since the start of the current school year. Due of the minimal number of children using the south approach, he has been able to provide safe and effective assistance to children at this intersection.

This remedial action has been discussed with the originator of the petition and she personally is satisfied with this course of action. She did raise the issue of the minimal users at this location and suggested that this is the case because parents are unaware of the change in the guard's duties and are driving their children to school. The Traffic Department will contact the affected schools in order that they may advise parents that supervision will be provided upon request to assist in crossing the south approach of the intersection. Parents will then be aware of the situation and may then allow their children to walk to school.

Periodic monitoring will occur to identify any increases in pedestrian activity and the affect it may or may not have on the School Crossing Guard's performance.

TA/MH/ks

CONSENT AGENDA

Transport and Environment Committee
Monday, 1992 November 2
9:30 o'clock a.m.
Room 233, City Hall

The Urban Municipal Collection
2nd Floor
Hamilton Public Library

AGENDA

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held 1992 October 19

URBAN MUNICIPAL
OCT 2[illegible]
GOV 'MENT DOCUMENTS

B. **DIRECTOR OF TRAFFIC SERVICES**

i. Parking Regulations

(a) No. 180 Rosslyn Avenue North -
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(b) No. 62 Frederick Avenue -
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(c) No. 51 West Avenue South -
Request to Remove an Existing Wheelchair Loading Zone

(d) No. 182 Province Street North -
Request for a Wheelchair Loading Zone

(e) No. 13 Leeming Street -
Request for a Reserved "Permit Parking" Space for a Disabled Resident

(f) Rebecca Street - No Stopping Regulation

ii. **Intersection Control**

(a) Intersection Control on Cranbrook Drive

(b) Intersections of East 25th Street and Seeley Avenue
and East 25th Street and Gildea Street

iii. **Boulevard Parking**

(a) Application to lease a portion of the boulevard of Balmoral Avenue North adjacent to No. 1145 Main Street East, Brightspot Restaurant

(b) Application to lease a portion of the boulevard of East 35th Street adjacent to Nos. 8 to 14 and 24 to 30 East 35th Street, multiple residential land use

iv. **Bus Stop - Delaware Route**

C. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

i. **Encroachment Agreements**

- 71 Oak Avenue
- 39 Hilda Avenue
- 206 West Avenue North
- 259 Ottawa Street North

ii. **Amending By-law No. 92-152 (Fieldway Drive)**

iii. **Incorporating certain City lands into various streets by by-law**

D. CITY SOLICITOR

Local Improvements of Sidewalks on Upper Paradise Road - $27,700.

E. MANAGER OF PURCHASING

Provision of Equipment and Operators During the 1992 - 1993 and 1993 - 1994 Winter Season

Monday, 1992 October 19
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

Present:	Alderman V. J. Agro, Acting Chairman Mayor R. M. Morrow Alderman M. Kiss Alderman B. Morelli Alderman D. Wilson Alderman F. Eisenberger Alderman T. Jackson Alderman F. D'Amico
Absent with Regrets:	Alderman H. Merling, Vacation
Also present:	Alderman B. Charters Ms. B. Price, Hamilton Safety Council Ms. S. Wilson, Board of Education Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Director of Public Works Mr. R. Meiers, Department of Public Works Mr. M. Hazell, Traffic Department Mr. H. Solomon, Traffic Department Mr. M. Watson, Property Department Mr. R. Buckle, Property Department Mr. G. Aston, Roads Department Mr. T. Bradley, Manager of Purchasing Mr. P. Barkwell, Law Department Mr. K. C. Christenson, Secretary

1. **DELEGATION**

Intersection of High Street and Idlewood Avenue, Intersection Control

Alderman T. Jackson requested and the Committee agreed to table this item until the next meeting of the Transport and Environment Committee.

2. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the meeting held 1992 September 21 were adopted as circulated.

B. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP**

(a) **Incorporation of Certain City Lands**

The Committee was in receipt of a report dated 1992 September 25 from the Senior Director, Roads Department respecting the incorporation of certain City lands into various streets by by-law.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the street in order to complete the final street width or provide access and hook-ups to newly registered subdivision developments:

Upper Wentworth Street	Parts 5 and 13	Plan 62R-11311
Arrowhead Drive	Parts 1 and 14	Plan 62R-11311
Claudette Gate	Part 2	Plan 62R-12354

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(b) **Incorporation of Certain City Lands**

The Committee was in receipt of a report dated 1992 October 5 from the Senior Director, Roads Department respecting the incorporation of City lands into various streets by by-law.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the street in order to complete the final street width or provide access and hook-ups to newly registered subdivision developments:

Highridge Avenue	Part 2	Plan 62R-9499
Ewen Road	Part 4	Plan 62R-11818
Rifle Range Road	Part 6	Plan 62R-11818

(b) That the by-law to carry out the incorporation of the said lands into the foregoing street be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(c) **Public Walkway, north of Larch Street, Hamilton**

The Committee was in receipt of a report dated 1992 October 13 from the Senior Director, Roads Department respecting the public walkway north of Larch Street.

The Committee approved the following recommendation:

(a) That By-law No. 82-177 be repealed and a new by-law for the closure and sale of the public walkway north of Larch Street be enacted by City Council.

(b) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

(d) **Encroachment Agreements**

i. **Erie Avenue North, Glendale Avenue North, Grace Avenue, Burris Street**

The Committee was in receipt of a report dated 1992 September 25 from the Senior Director, Roads Department respecting encroachment agreements for 66 Erie Avenue North, 151 Glendale Avenue North, 168 Grace Avenue and 169 Burris Street.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations attached hereto as Appendix "A" be approved during the pleasure of City Council provided:

(a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

(b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.

(c) That the first year fees and subsequent annual fees as outlined in Appendix "A", be set for the encroachments.

ii. **Canadian Christian Festival**

The Committee was in receipt of a report dated 1992 October 5 from the Senior Director, Roads Department respecting a banner application for the Canadian Christian Festival.

The Committee approved the following recommendation:

That the application of L. Powell, agent for the Canadian Christian Festival (120 King Street West, Hamilton L8P 4V2) to display a promotional banner across Main Street West in front of City Hall from 1994 June 20 to 1994 June 27, be approved, with the following message:

"Canadian Christian Festival IV -
Copps Coliseum June 23-26 - Sharing the Joy"

(f) **Temporary Road Closure of Jackson Street Between Hughson Street and James Street Hamilton "Y" Harriers Running Race**

The Committee was in receipt of a report dated 1992 October 5 from the Senior Director, Roads Department respecting a temporary road closure of Jackson Street between Hughson Street and James Street, Hamilton "Y" Harriers Running Race.

The Committee approved the following recommendation:

That the action of the Commissioner of Transportation/Environmental Services be confirmed in authorizing the application of E. Hicken, agent for the Hamilton "Y" Harriers (R.R.#1, Canfield, Ontario) to temporarily close Jackson Street between Hughson Street and James Street from 11:30 a.m. to 2:30 p.m. on Sunday, 1992 November 1 subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the Region and the City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(g) **Temporary Closure of Hughson Street between Main Street and King Street - Pumpkin Patch Festival**

The Committee was in receipt of a report dated 1992 September 25 from the Senior Director, Roads Department respecting a temporary closure of Hughson Street between Main Street and King Street respecting the Pumpkin Patch Festival.

The Committee approved the following recommendation:

That the application of D. Carpenter, agent for the Downtown Hamilton B.I.A. (P.O. Box 91045, Effort Square Postal Outlet, Hamilton) to temporarily close Hughson Street South between King Street East and Main Street East from 7:00 a.m. to 5:00 p.m. on Saturday, 1992 October 31, be approved, subject to the following conditions:

(a) That approval from the Regional Police Services be received;

(b) That the applicant provide proof of $2,000,000. public liability insurance, naming the Region and City of Hamilton as an added insured party with a provision for cross liability and holding the Region and the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss;

(c) That all barricading, detour signing and traffic control be subject to the direction of the Regional Police Services;

(d) That all barricading be supplied by and at the expense of the applicant;

(e) That temporary road closure signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

(f) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

(g) That no property owner or resident within the barricaded area be denied access to their property upon request;

(h) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

(h) **Discharge of Encroachment Agreement - 109 - 111 Pearl Street North**

The Committee was in receipt of a report dated 1992 September 30 from the Senior Director, Roads Department respecting the discharge of an encroachment agreement for 109 - 111 Pearl Street North.

The Committee approved the following recommendation:

(a) That the Encroachment Agreement for 109 - 111 Pearl Street North registered as Instrument No. 4797810 C.D., be discharged.

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 4797810 C.D., and in a form satisfactory to the Law Department.

(h) **1992 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1992 October 13 from the Senior Director, Roads Department respecting the 1992 Servicing Expenditures Related to Subdivisions.

The Committee approved the following recommendation:

(a) That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in:

"EDAN HEIGHTS - PHASE 3" Hamilton
City's Share $2,250. Subdivider's Share $ 45,299.82

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owner of "Edan Heights - Phase 3", Hamilton.

(c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

(d) That in the event that the Owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for pre-servicing.

(e) That the City's share for services in "Edan Heights - Phase 3, Hamilton ($2,250.) be approved and that the Finance and Administration Committee recommend the source of funding for this project.

(h) **Transfer of Sewer Easement to the Region**

The Committee was in receipt of a report dated 1992 October 13 from the Senior Director, Roads Department respecting the transfer of a sewer easement to the Region.

The Committee approved the following recommendation:

(a) That the portion of Section 8 of the Fourteenth Report of the Transport and Environment Committee for 1991 adopted by City Council at its meeting of 1991 October 8 which authorized the City to grant an easement to the Region over Parts 3 and 7 shown on Plan 62R-11417, be deleted.

(b) That the City of Hamilton grant a 12.0 metre wide sewer easement to the Regional Municipality of Hamilton-Wentworth over City lands shown as Parts 2, 7, 9 and 10, on Plan 62R-12302 for $1. in order to provide for sewer connections between Summerfield at the Orchards Subdivision to the west and Orchard Park Estates to the east and that the Mayor and City Clerk be authorized and directed to execute the necessary documents.

(c) That the Director of Property be authorized and directed to prepare the necessary documents to transfer the sewer easement to the Region.

C. DIRECTOR OF TRAFFIC SERVICES

(a) **Parking Regulations**

i. **Wildewood Avenue adjacent to St. Margaret Mary School**

The Committee was in receipt of a report dated 1992 September 21 from the Director of Traffic Services respecting a school bus loading zone for Wildewood Avenue adjacent to St. Margaret Mary School.

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Wildewood Avenue commencing at a point 101 feet east of Brentwood Drive and extending to a point 165 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Maplewood Avenue, west of Springer**

The Committee was in receipt of a report dated 1992 September 21 from the Director of Traffic Services respecting a school bus loading zone and bus stop regulations for Maplewood Avenue, west of Springer Avenue.

The Committee approved the following recommendation:

(a) That the "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Maplewood Avenue commencing at a point 148 feet west of Springer Avenue and extending to a point 90 feet easterly be relocated such that the regulation commences at a point 190 feet west of Springer Avenue and extends to a point 80 feet westerly therefrom; and

(b) That in accordance with the request by the Hamilton Street Railway Company, the existing near side bus stop on the north side of Maplewood Avenue at Springer Avenue be relocated to a far side location; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Cochrane Road**

The Committee was in receipt of a report dated 1992 September 11 from the Director of Traffic Services respecting Cochrane Road.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the east side of Cochrane Road from Queenston Road to a point 216 feet southerly therefrom and a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the west side from Queenston Road to a point 194 feet southerly therefrom, in place of the existing "Alternate Side Parking" regulation; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **North Side of Robert Street, east of Cathcart Street**

The Committee was in receipt of a report dated 1992 September 16 from the Director of Traffic Services respecting the north side of Robert Street, east of Cathcart Street.

The Committee approved the following recommendation:

(a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Robert Street commencing at Cathcart Street and extending to a point 116 feet easterly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

v. **No. 46 Tom Street**

The Committee was in receipt of a report dated 1992 September 9 from the Director of Traffic Services respecting No. 46 Tom Street.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Tom Street commencing at a point 137 feet east of Dundurn Street North and extending to a point 16 feet easterly therefrom; and

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Ercole Turco, 46 Tom Street; and

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

vi. **Apartment Building at No. 78 Duke Street**

The Committee was in receipt of a report dated 1992 September 24 from the Director of Traffic Services respecting the apartment building at No. 78 Duke Street.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first eight eligible applicants residing in the apartment building at No. 78 Duke Street.

vii. **Apartment Building at No. 209 James Street North**

The Committee was in receipt of a report dated 1992 September 24 from the Director of Traffic Services respecting the apartment building at No. 209 James Street North.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first seven eligible applicants residing in the apartment building at No. 209 James Street North.

viii. **No. 149 Gibson Avenue**

The Committee was in receipt of a report dated 1992 September 24 from the Director of Traffic Services respecting No. 149 Gibson Avenue.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Gibson Avenue commencing at a point 354 feet south of Barton Street East and extending to a point 19 feet southerly therefrom; and

(b) That a "Permit Parking" regulation be implemented on the west side of Gibson Avenue commencing at a point 360 feet south of Barton Street East and extending to a point 19 feet southerly therefrom; and

(c) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Catharine Winterburn, 149 Gibson Avenue.

(d) That the City Traffic By-law No. 89-72 be amended accordingly.

ix. **No. 248 Gibson Avenue**

The Committee was in receipt of a report dated 1992 October 7 from the Director of Traffic Services respecting No. 248 Gibson Avenue.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 10973 C.D. to the property at No. 248 Gibson Avenue be discharged, at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement to allow for three boulevard parking spaces.

x. **Intersection of David Avenue and Fennell Avenue East**

The Committee was in receipt of a report dated 1992 September 10 from the Director of Traffic Services respecting the intersection of David and Fennell Avenue East.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the east side of David Avenue commencing at Fennell Avenue East and extending to a point 124 feet southerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

xi. **West side of Organ Crescent, south of Fennell Avenue East**

The Committee was in receipt of a report dated 1992 October 6 from the Director of Traffic Services respecting the west side of Organ Crescent, south of Fennell Avenue East.

The Committee approved the following recommendation:

(a) That a "No Stopping" regulation be implemented on the west side of Organ Crescent, commencing at Fennell Avenue East and extending to a point 46 feet southerly therefrom; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

xii. **Intersection of Nightingale Street and Steven Street**

The Committee was in receipt of a report dated 1992 September 9 from the Director of Traffic Services respecting the intersection of Nightingale Street and Steven Street.

The Committee approved the following recommendation:

(a) That westbound traffic on Nightingale Street be required to stop for northbound and southbound traffic on Steven Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

xiii. **Intersection of Ford Street and Grove Street**

The Committee was in receipt of a report dated 1992 September 10 from the Director of Traffic Services respecting the intersection of Ford Street and Grove Street.

The Committee approved the following recommendation:

(a) That northbound traffic on Ford Street be required to stop for eastbound and westbound traffic on Grove Street; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

iv. **Intersection of Unsworth Drive and Lancing Drive/Hempstead Drive**

The Committee was in receipt of a report dated 1992 October 6 from the Director of Traffic Services respecting the intersection of Unsworth Drive and Lancing Drive/Hempstead Drive.

The Committee approved the following recommendation:

(a) That three-way stop control be implemented at the intersection of Unsworth Drive and Lancing Drive/Hempstead Drive; and

(b) That the City Traffic By-law No. 89-72 be amended accordingly.

D. DIRECTOR OF PUBLIC WORKS

Increased Costs for Three Local Improvement Projects

The Committee was in receipt of a report dated 1992 October 8 from the Director of Local Traffic respecting increased costs for three local improvement projects.

The Committee approved the following recommendation:

(a) That the estimated costs in the following local improvement projects, be increased:

i. Upper Paradise Road east side from Stone Church Road to 187 m southerly and from 86 m south of Skyview Drive to 83 m southerly - construction of independent concrete sidewalk. The increase in the approved City share from $7,964. to $27,964.

ii. Upper Kenilworth Avenue east side from Landron Avenue to Limeridge - construct concrete curb. The increase in the approved City share from $46,100. to $56,100.

iii. Limeridge Road south side from Upper Wellington Street to 263 m easterly and from 376 m east of Upper Wellington Street to 69 m easterly - construct independent concrete sidewalk. The increase in City share from $25,588.80 to $35,588.80.

(b) That the Finance and Administration Committee be requested to recommend a source of funds for these increased costs.

E. MANAGER OF PURCHASING

i. **Supply and Delivery of Screened Sand, Treated and Untreated, for the 1992 - 1993 Winter Season**

The Committee was in receipt of a report dated 1992 October 13 from the Manager of Purchasing respecting the supply and delivery of screened sand, treated and untreated for the 1992 - 1993 winter season.

The Committee approved the following recommendation:

(a) That purchase orders be issued to the following suppliers, being the lowest tenders received for the supply and delivery of screened sand, treated and untreated for the 1992 - 1993 winter season in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders:

i. Lakeview Sand & Gravel, Paris

Delivery only of treated sand in 22.5 tonne dump truck loads - $14.51 per tonne including delivery

ii. TCG Materials Limited, Brantford

Pick up of treated sand - $11.50 per tonne

Delivery of untreated sand in 22.5 tonne dump truck loads - $7.50 per tonne including delivery

Pick up of untreated sand - $4.20 per tonne, All taxes extra

(b) That funds be provided from Stock Inventory Account No. CH56197 60999.

ii. **Supply and Delivery of Sodium Chloride for the 1992 - 1993 Winter Season**

The Committee was in receipt of a report dated 1992 October 13 from the Manager of Purchasing respecting the supply and delivery of sodium chloride for the 1992 - 1993 winter season.

The Committee approved the following recommendation:

(a) That purchase orders be issued to the following suppliers, being the lowest tenders received for the supply and delivery of sodium chloride for the 1992 -1993 winter season in accordance with specifications issued by the Manager of Purchasing and Vendors' tenders:

i. Sifto Canada Inc.

Coarse crushed in 22.5 tonne dump truck loads - $39.33 per tonne including all taxes and delivery

ii. Akzo Salt Ltd., Mississauga

Highway fine in 40 kg. bags - $113.56 per tonne including all taxes and delivery

(b) That funds be provided from Stock Inventory Account No. CH56197 60999.

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

i. **Ontario Good Roads Association 1993 Annual Conference**

The Committee was in receipt of a report dated 1992 October 9 from the Secretary, Transport and Environment Committee respecting the Ontario Good Roads Association 1993 Annual Conference.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association 1993 Annual Conference, 1993 February 21 to February 24, Toronto, Ontario.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

ii. **Pollution Prevention Exposition and Conference**

The Committee was in receipt of a report dated 1992 October 9 from the Secretary, Transport and Environment Committee respecting the Pollution Prevention Exposition and Conference.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Pollution Prevention Exposition and Conference 1992 November 18 to November 20, Dallas, Texas.

(b) That costs for attendance be allocated to Aldermen Travel Account No. CH55201 10010 from the 1992 Operating Budget.

3. DIRECTOR OF PUBLIC WORKS

Petitions Against/Local Improvement Projects

1. **Upper Paradise Road, West Side from Stone Church Road to Approximately 138 m Southerly**
2. **Limeridge Road, North Side from 400 m East of Upper Wellington Street to Approximately 127 m Easterly**

The Committee was in receipt of a report dated 1992 September 10 from the Director of Public Works respecting Petitions Against/Local Improvement Projects

1. Upper Paradise Road, west side from Stone church Road to approximately 138 m southerly
2. Limeridge Road, north side from 400 m east of Upper Wellington Street to Approximately 127 m easterly

The Committee approved the following recommendation:

That construction of independent concrete sidewalks on Upper Paradise Road west side from Stone Church Road to approximately 138 m southerly and Limeridge Road north side from 400 m east of Upper Wellington Street to approximately 127 m easterly not be proceeded with as sufficiently signed petitions have been received in accordance with Section 12 of the Local Improvement Act.

4. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES GROUP

New West Mountain Twin Pad Arena/Chedmac Drive Servicing Costs

At the request of Mr. Pavelka, the Committee agreed that the item be referred back to staff.

5. DIRECTOR OF PROPERTY

(i) **Expropriation of Part of 631 Rymal Road West from Russell and Muriel McCrory for Roadway Purposes**

The Committee was in receipt of a report dated 1992 September 24 from the Director of Property respecting the expropriation of Part of 631 Rymal Road West from Russell and Muriel McCrory for roadway purposes.

The Committee approved the following recommendation:

(a) That part of the property at 631 Rymal Road West required for implementation of the amended Carpenter Neighbourhood Plan, be acquired through expropriation and that the City Solicitor be directed to take the appropriate action.

(b) That the City Clerk be authorized and directed to:

i. Give notice of the City's application as expropriating authority, to all owners, registered owners and tenants (as defined in The Expropriation Act) to acquire part of the property at 631 Rymal Road West containing 845.39 square metres (9,100 square feet) more or less, for highway and municipal purposes.

ii. Advertise Notice of the City's application in a newspaper as required by The Expropriations Act, and

iii. Sign and receive said application for approval to Expropriate.

iv. That the Director of Property be authorized and directed to obtain an independent appraisal of the lands to be expropriated to form the basis of compensation to be offered by the City and that the Director of Property be authorized and directed to negotiate compensation with the owner for the expropriated lands on the basis of the appraisal report.

(c) That the Finance and Administration Committee be requested to recommend the method of financing.

(ii) **Acquisition of Land required for Roadway Purposes - Gagliano Gardens Addition - Extension of Eaglewood Drive**

The Committee was in receipt of a report dated 1992 September 24 from the Director of Property respecting the acquisition of land required for roadway purposes - Gagliano Gardens Addition - Extension of Eaglewood Drive.

The Committee approved the following recommendation:

(a) That the Director of Property be authorized to negotiate with the following owners for the acquisition of a portion of their lands required for the extension of Eaglewood Drive in Gagliano Gardens Addition Subdivision in order to implement the Eleanor Neighbourhood Plan. The necessary expenditures are to be charged to Account No. CH5X323 00107 (Services Through Unsubdivided Lands).

	Property	Owner
i.	Part of 801 Rymal Road East Parts 8 and 9, Plan 62R-9927	Gustav Turnewitsch
ii.	Part of 819 Rymal Road East Parts 12 and 13, Plan 62R-9927	Garnet Hyslop Jean Hyslop

(b) That in the event the Director of Property is unsuccessful in negotiating the purchase of the required lands on or before 1993 March 1, the City Solicitor be authorized and directed to initiate expropriation proceedings and the Director of Property be authorized to retain an independent fee appraiser to prepare an appraisal of market value.

(c) That the Finance and Administration Committee be requested to recommend the method of financing.

6. DIRECTOR OF TRAFFIC SERVICES

i. **Intersection of Broker and Brentwood Drive - Intersection Control**

The Committee was in receipt of a report dated 1992 September 28 from the Director of Traffic Services respecting the intersection of Broker and Brentwood Drive.

Alderman Charters and Alderman Jackson spoke to the issue of a four-way stop at the intersection of Broker Drive and Brentwood Drive.

Following a brief discussion, the Committee approved the following recommendation:

(a) That a four-way stop control at the intersection of Broker Drive and Brentwood Drive, be implemented, on a 6 month trial basis.

(b) That staff report back to the Transport and Environment Committee on the effect of this four-way stop in 6 months time.

ii. **King Street East and Greenhill Avenue/Owen Place - Request for a Second School Crossing Guard**

The Committee was in receipt of a report dated 1992 September 30 from the Director of Traffic Services respecting a request for a second school crossing guard at King Street East and Greenhill Avenue/Owen Place.

Alderman Agostino spoke to the issue of a second School Crossing Guard at the intersection of King Street East and Greenhill Avenue.

Following discussion, the Committee agreed that the item be tabled in order that a delegation could appear at the next meeting of the Transport and Environment Committee.

7. CITY CLERK

i. **Resolution for the Regional Municipality of Waterloo**

The Committee was in receipt of a report dated 1992 September 30 from the City Clerk respecting a resolution from the Regional Municipality of Waterloo respecting new legislation for beverage containers.

The Committee approved the following recommendation:

(a) That City Council endorse the Regional Municipality of Waterloo's resolution respecting new legislation for beverage containers as follows:

WHEREAS the Province of Ontario is currently considering new legislation for beverage containers,

AND WHEREAS all containers will continue to contribute to litter problems, thereby leading to increased municipal costs unless all containers are accompanied by a deposit,

BE IT THEREFORE RESOLVED THAT the Government of the Province of Ontario be urged to promote the use of refillable containers as much as possible, and implement a refundable deposit program for non-refillable beverage containers to encourage the recycling of them,

AND FURTHER that this resolution be circulated to the Premier of Ontario, the Minister of the Environment, the Minister of Municipal Affairs, Ontario Association of Municipal Recycling Coordinators, the Association of Municipalities of Ontario, the Ontario Soft Drink Association, and all Ontario municipalities with a population in excess of 20,000 with a request to endorse this resolution.

(b) That the City Clerk be directed to notify the Regional Municipality of Waterloo and the Government of the Province of Ontario that the City of Hamilton endorses this resolution.

i. **Janet Court Walkway Closure**

The Committee was in receipt of a memorandum from the Secretary of the Planning and Development Committee dated 1992 October 5 respecting the Janet Court Walkway Closure, Kentley Neighbourhood.

The Committee approved the following recommendation:

That the request for the closure of the Janet Court Walkway be forwarded to staff to initiate this closure.

8. ALDERMAN T. JACKSON

Intersection of Landron Avenue and Carson Drive - Intersection Control

The Committee was in receipt of a report dated 1992 October 6 from the Director of Traffic Services respecting the intersection of Landron Avenue and Carson Drive.

The Committee approved the following recommendation:

(a) That no action be taken on the request for stop control at the 90° turn in the road at Landron Avenue and Carson Drive; and

(b) That the Traffic Department be directed to erect "checker board" signs for southbound traffic on Carson Drive and westbound traffic on Landron Avenue.

9. OTHER BUSINESS

Alderman Wilson requested that staff send a letter to area constituents regarding the crossing guard at the intersection of Melvin and Brunswick as raised at the last meeting.

10. IN CAMERA SESSION

The Committee agreed to move in camera to discuss a matter involving City personnel. Following a brief in camera discussion, the Committee moved out of camera.

11. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken an read and approved,

ALDERMAN V. J. AGRO VICE-CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1992 October 19

2(BXiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 08

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 180 Rosslyn Avenue North - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-203-92)

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the west side of Rosslyn Avenue North commencing at a point 241 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

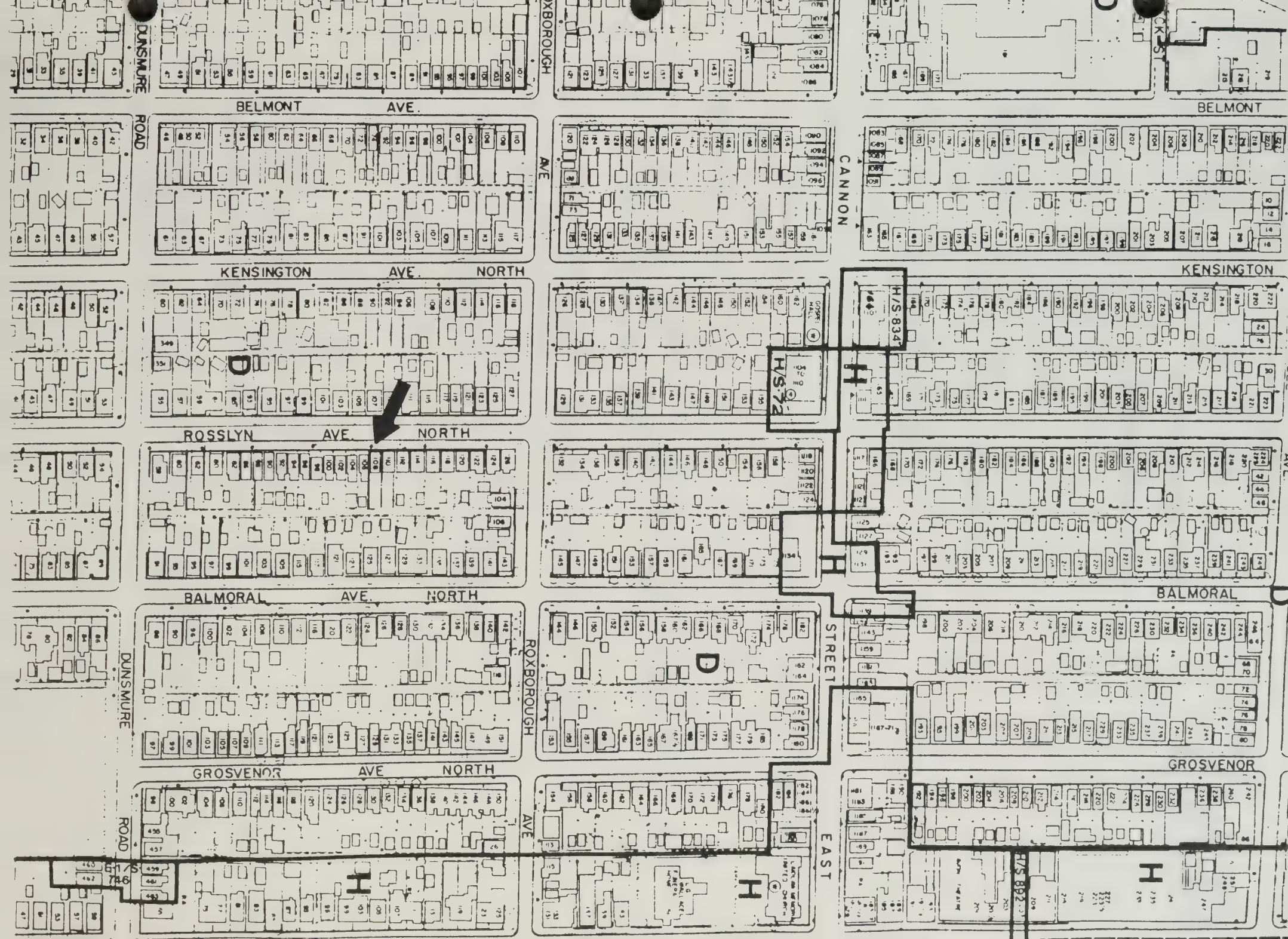
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

BACKGROUND:

The City Council, on 1992 July 28, approved a request from Mrs. O'Callaghan, No. 180 Rosslyn Avenue North, to implement a reserved "Permit Parking" space on both sides of Rosslyn Avenue North since there is an "Alternate Side Parking" regulation on the street in this area and she is disabled. Prior to the signs being erected, Ms. M. Bjegovich, No. 181 Rosslyn Avenue North, advised that she did not object to having the necessary signs erected in front of her home. However, she recently wrote to the Traffic Department advising that she did not fully comprehend the parking regulation and requested that the reserved "Permit Parking" space in front of her home be removed.

Mrs. O'Callaghan has been notified and has requested that the "Permit Parking" regulation, in front of her home, remain in tact so that she can park there when parking is permitted under the existing "Alternate Side Parking" regulation. Loading and unloading can occur on the east side in front of Mrs. O'Callaghan's home during the times of the month when parking occurs only on the west side. The Traffic Department has reviewed this matter and concurs with this request.

HM/MH/ks


DUNSMURE
ROAD
BELMONT
AVE.
ROXBOROUGH
AVE
CANNON
KENSINGTON
AVE.
NORTH
ROSSLYN
AVE.
NORTH
BALMORAL
AVE.
NORTH
ROXBOROUGH
STREET
GROSVENOR
AVE
NORTH
EAST
AVE
H/S 834
H/S 892
D
H

2(BXiXb)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 08

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 62 Frederick Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-204-92)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 21 feet northerly therefrom; and

b) That a "Permit Parking" regulation be implemented on the west side of Frederick Avenue commencing at a point 72 feet north of Britannia Avenue and extending to a point 22 feet northerly therefrom; and

c) That the Director of Traffic Services be authorized to issue one parking permit to Mr. John Callaghan, No. 62 Frederick Avenue; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

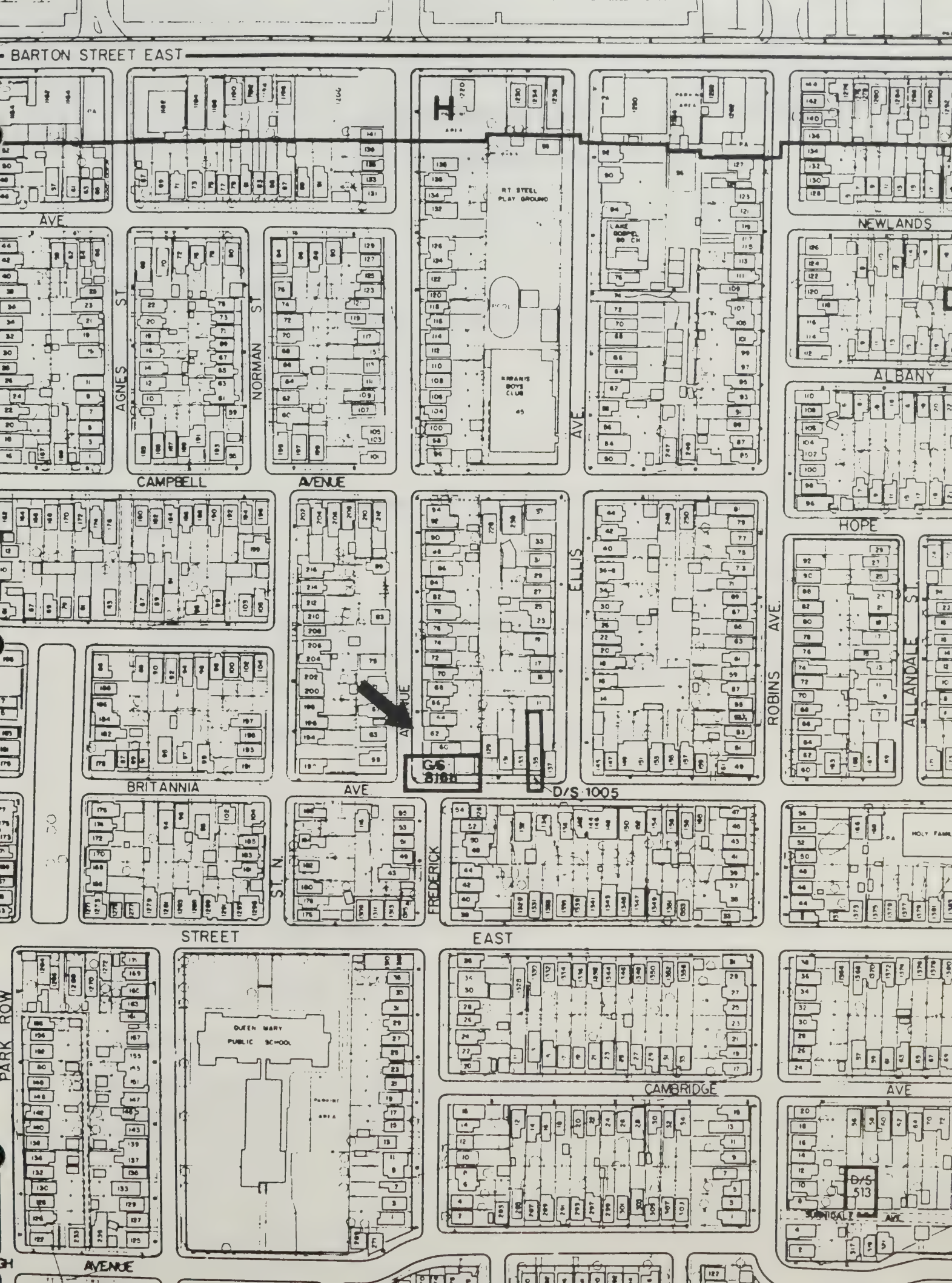
The Traffic Department has received a request from Mr. John Callaghan, No. 62 Frederick Avenue, that a reserved "Permit Parking" space be designated on the street, in front of, and opposite his home since he is disabled.

Frederick Avenue has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. John Callaghan possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

Since there is an "Alternate Side Parking" regulation on the street, it will be necessary to designate a reserved "Permit Parking" space on the west side of the street opposite his home. This space will abut the property of Ms. Lillian Indich, No. 63 Frederick Avenue, and she has advised that she has no objection to having the necessary signs installed in front of her home.

HM/MH/ks


BARTON STREET EAST
AVE
AGNES ST
NORMAN ST
CAMPBELL AVENUE
RT STEEL PLAY GROUND
BOYS CLUB
AVE
NEWLANDS
ALBANY
HOPE
ELLIS AVE
ROBINS AVE
ALLANDALE ST
BRITANNIA AVE
G/S Blen
D/S 1005
ST N
STREET
FREDERICK
EAST
PARK ROW
AVENUE
QUEEN MARY PUBLIC SCHOOL
CAMBRIDGE AVE
D/S 513

2(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 08

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 51 West Avenue South - Request to Remove an Existing Wheelchair Loading Zone. (TEC-205-92)

RECOMMENDATION:

a) That the existing "No Stopping, Wheelchair Loading Only, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the east side of West Avenue South commencing at a point 76 feet north of Hunter Street East and extending to a point 20 feet northerly therefrom be removed; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of removing the subject signs.

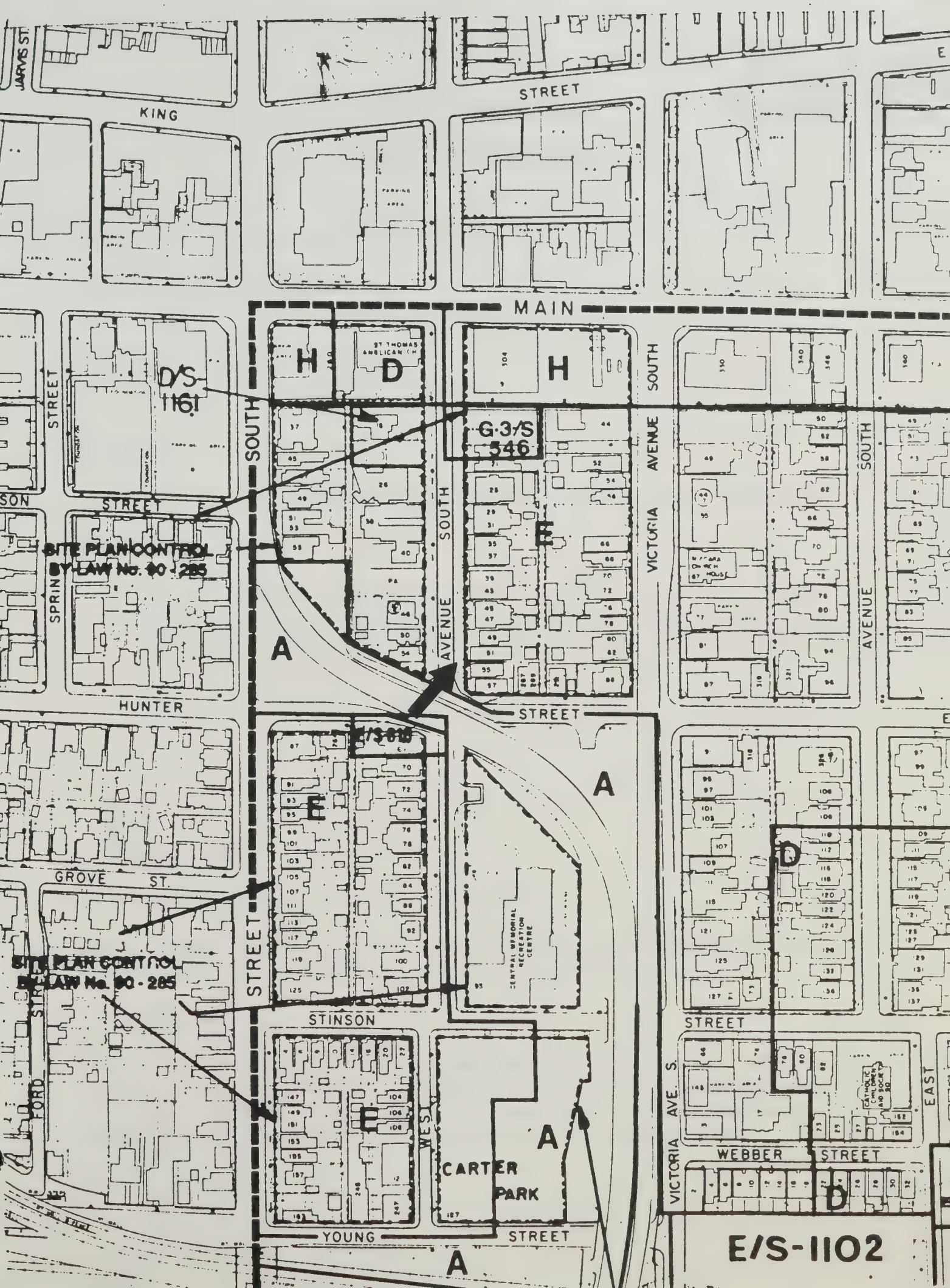
BACKGROUND:

The Traffic Department has received a request from Mr. Daniel Bond, No. 51 West Avenue South to remove the existing "No Stopping, Wheelchair Loading Only" regulation designated on the street in front of his home.

City Council, on 1991 April 30, approved a request from Mrs. McHale, 51 West Avenue South, to implement a "No Stopping, Wheelchair Loading Zone" regulation on the street in front of her home since her husband is disabled.

The wheelchair loading zone is no longer required since Mrs. Rosanne McHale has moved. Therefore, the Traffic Department concurs with the request.

HM/MH/ks


JARVIS ST.
KING
STREET
MAIN
SOUTH
AVENUE
VICTORIA
D/S-1161
G-3/S 546
SITE PLAN CONTROL BY-LAW No. 80-285
HUNTER
STREET
GROVE ST.
STINSON
CENTRAL MEMORIAL RECREATION CENTRE
CARTER PARK
YOUNG
WEBBER
EAST
E/S-1102
H
D
E
A

2(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 09

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 182 Province Street North - Request for Wheelchair Loading Zone. (TEC-206-92)

RECOMMENDATION:

a) That a "No Stopping, Wheelchair Loading Only, 7:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Province Street North, commencing at a point 101 feet north of Cannon Street East and extending to a point 18 feet northerly therefrom; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

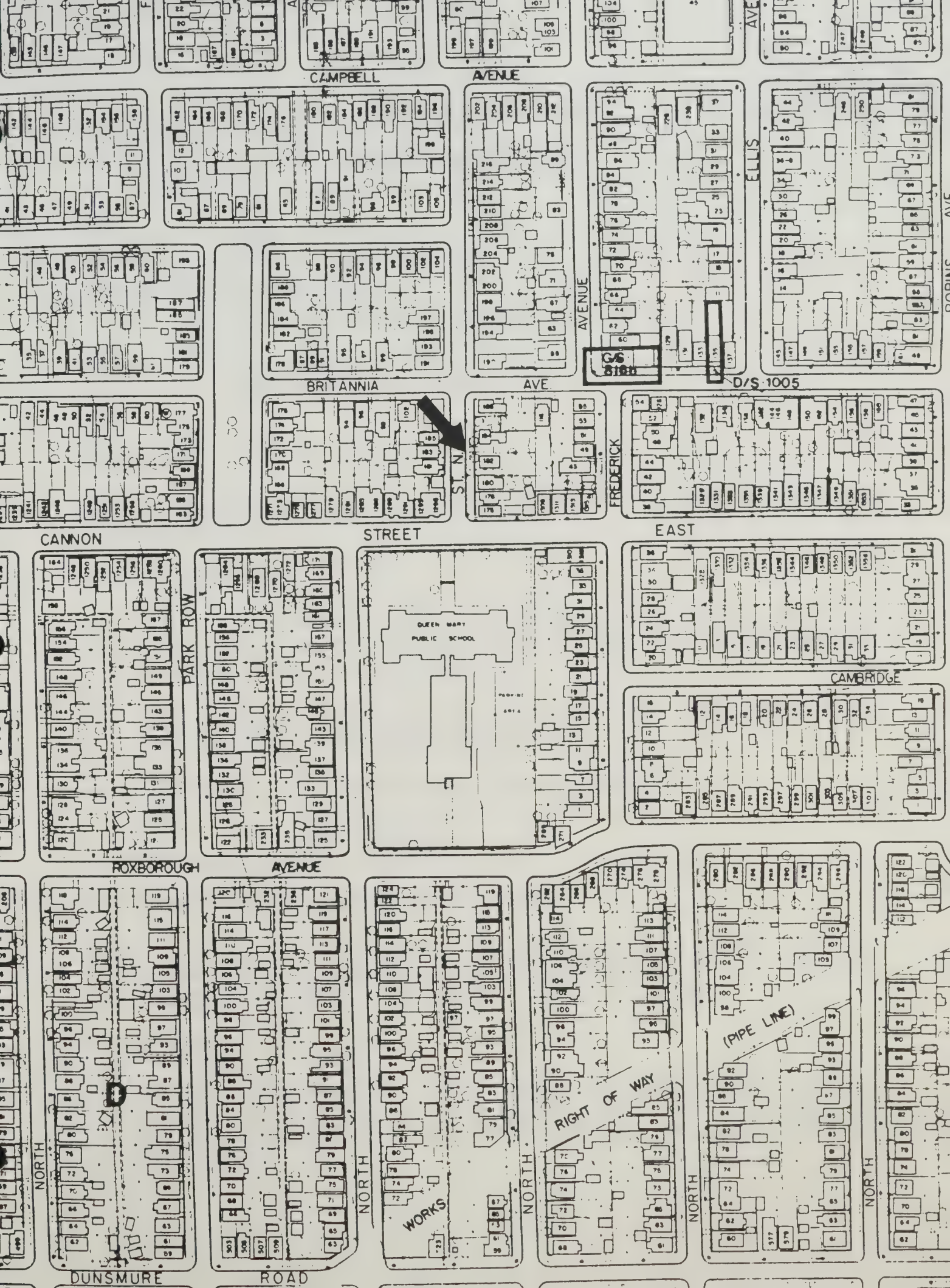
Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Jim Sparham, No. 182 Province Street North, that a "No Stopping, Wheelchair Loading Only" regulation be designated on the east side of the street directly in front of his home since he is disabled and requires the frequent use of Darts buses for doctor appointments and shopping.

Province Street North has a 24 foot pavement width, and presently, there is a "No Parking" regulation on the west side and unrestricted free parking on the east side of the street in this area. The requested regulation would result in the loss of only one legal on-street parking space directly in front of the applicant's property. However, the applicant has agreed to limit the hours of the regulation such that the space would be available for parking after 5:00 p.m. each evening and all day on weekends. Therefore, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.

HM/MH/ks


CAMPBELL
AVENUE
BRITANNIA
AVE.
AVENUE
ELLIS
G/S
D/S 1005
CANNON
STREET
ST. N
FREDERICK
EAST
CAMBRIDGE
QUEEN MARY
PUBLIC SCHOOL
PARK ROW
ROXBOROUGH
AVENUE
NORTH
WORKS
RIGHT OF WAY
(PIPE LINE)
DUNSMURE
ROAD

26(X)(X)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 20

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

No. 13 Leeming Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-207-92)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Leeming Street commencing at a point 130 feet north of Cannon Street East and extending to a point 27 feet northerly therefrom; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Ms. Maria Cino, No. 435 Cannon Street East; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

BACKGROUND:

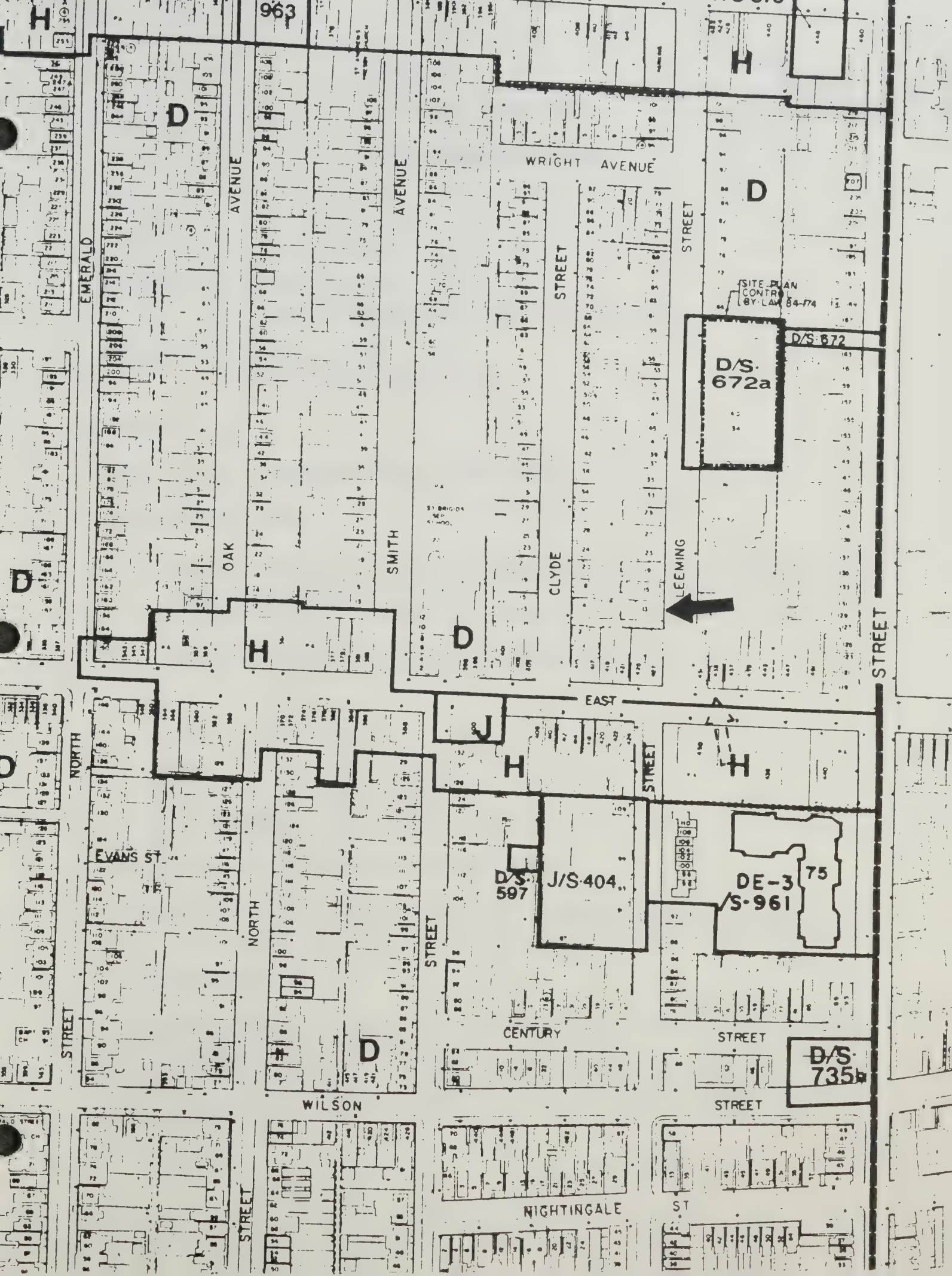
The Traffic Department has received a request from Ms. Cino, No. 435 Cannon Street East, that a reserved "Permit Parking" space be designated on the west side of Leeming Street directly in front of the home of Mrs. Rosaria DiGuglielmo, No. 13 Leeming Street, since Ms. Cino is disabled.

Cannon Street East is a through street and parking is prohibited on all through streets between 2:00 a.m. and 7:00 a.m. However, Mrs. Rosaria DiGuglielmo has advised that she has no objection to having the necessary signs, for Ms. Cino, erected in front of her home on Leeming Street.

Leeming Street has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in conjunction with a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the street in this area. Therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street. However, Ms. Cino has advised that she requires a space only when parking is permitted on the west side of the street under the existing "Alternate Side Parking" regulation, and she can load and unload in front of her home at other times.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Ms. Cino possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

HM/MH/ks


963
H
D
EMERALD
AVENUE
OAK
AVENUE
SMITH
WRIGHT AVENUE
STREET
CLYDE
STREET
LEEMING
SITE PLAN CONTROL BY-LAW 84-174
D/S 672
D/S 672a
STREET
EAST
J
H
STREET
H
NORTH
EVANS ST
D/S 597
J/S-404
DE-3
S-961
75
NORTH
STREET
STREET
CENTURY
STREET
D/S 735b
STREET
WILSON
STREET
NIGHTINGALE
ST

2(80)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 24

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Rebecca Street - Parking Regulations. **(TEC-163-92)**

RECOMMENDATION:

a) That the existing "No Stopping" regulation on the north side of Rebecca Street commencing at Ferguson Avenue North and extending to a point 108 feet easterly, be removed and that one "one hour parking meter" be installed in this area; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs and parking meters.

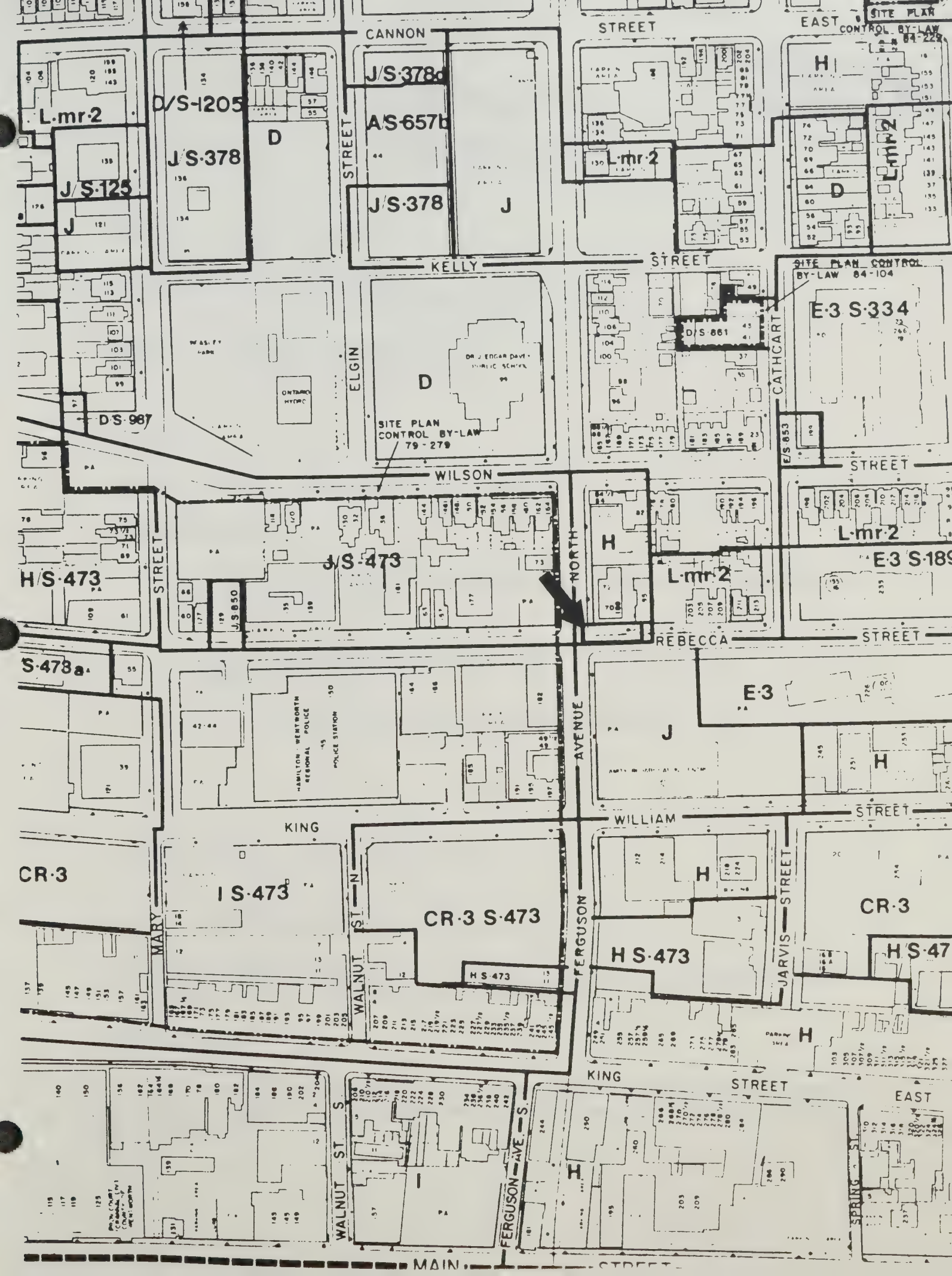
BACKGROUND:

The railway tracks along Ferguson Avenue North have been removed and the existing 108 foot "No Stopping" railway clearance on the north side of Rebecca Street, immediately east of Ferguson Avenue North, is no longer required. Therefore, it is appropriate to remove this "No Stopping" area, and one additional metered parking space could be implemented for the abutting businesses.

Also, an investigation has revealed that some on-street signing does not match the existing by-law. Therefore, it would be appropriate to update the existing by-law entries to reflect the existing parking regulations on the street.

There are other streets that intersect Ferguson Avenue North where the railway clearance is no longer required and will be removed. However, these regulations were established under a general provision and do not require a by-law amendment.

HM/MH/ks


CANNON
STREET
EAST
SITE PLAN CONTROL BY-LAW 84-229
L·mr·2
D/S-1205
J/S-378
J/S-125
J
D
A/S-657b
J/S-378c
J/S-378
J
H
L·mr·2
D
KELLY
STREET
SITE PLAN CONTROL BY-LAW 84-104
E·3 S·334
D/S-861
CATHCART
E/S-853
D/S-987
ELGIN
D
DR. J. EDGAR DAVEY PUBLIC SCHOOL
SITE PLAN CONTROL BY-LAW 79-279
WILSON
STREET
H/S-473
J/S-473
J/S-850
H
L·mr·2
E·3 S·189
NORTH
REBECCA
STREET
S·478a
E·3
J
H
HAMILTON-WENTWORTH REGIONAL POLICE
POLICE STATION
AVENUE
KING
WILLIAM
STREET
CR·3
I S·473
CR·3 S·473
H S·473
MARY
ST. N.
WALNUT
FERGUSON
JARVIS
STREET
CR·3
H S·473
H
KING
STREET
EAST
WALNUT ST. S.
FERGUSON AVE. S.
SPRING
MAIN
STREET

26(X)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 20

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection Control on Cranbrook Drive. **(TEC-208-92)**

RECOMMENDATION:

a) That three-way stop control be implemented at the intersection of Cranbrook Drive and Courtland Avenue; and

b) That no action be taken on the request for three-way stop control at the intersection of Cranbrook Drive and Glenvale Drive; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Frank D'Amico has forwarded a petition signed by 35 area residents, requesting that three-way stop control be implemented at the intersection of Cranbrook Drive and Glenvale Drive.

The subject intersection is a "T" type intersection, and presently, westbound traffic on Glenvale Drive is required to stop for northbound and southbound traffic on Cranbrook Drive. Traffic Department records indicate that there have been no reported collisions at this intersection in the past seven years. This is an excellent collision record for this type of intersection.

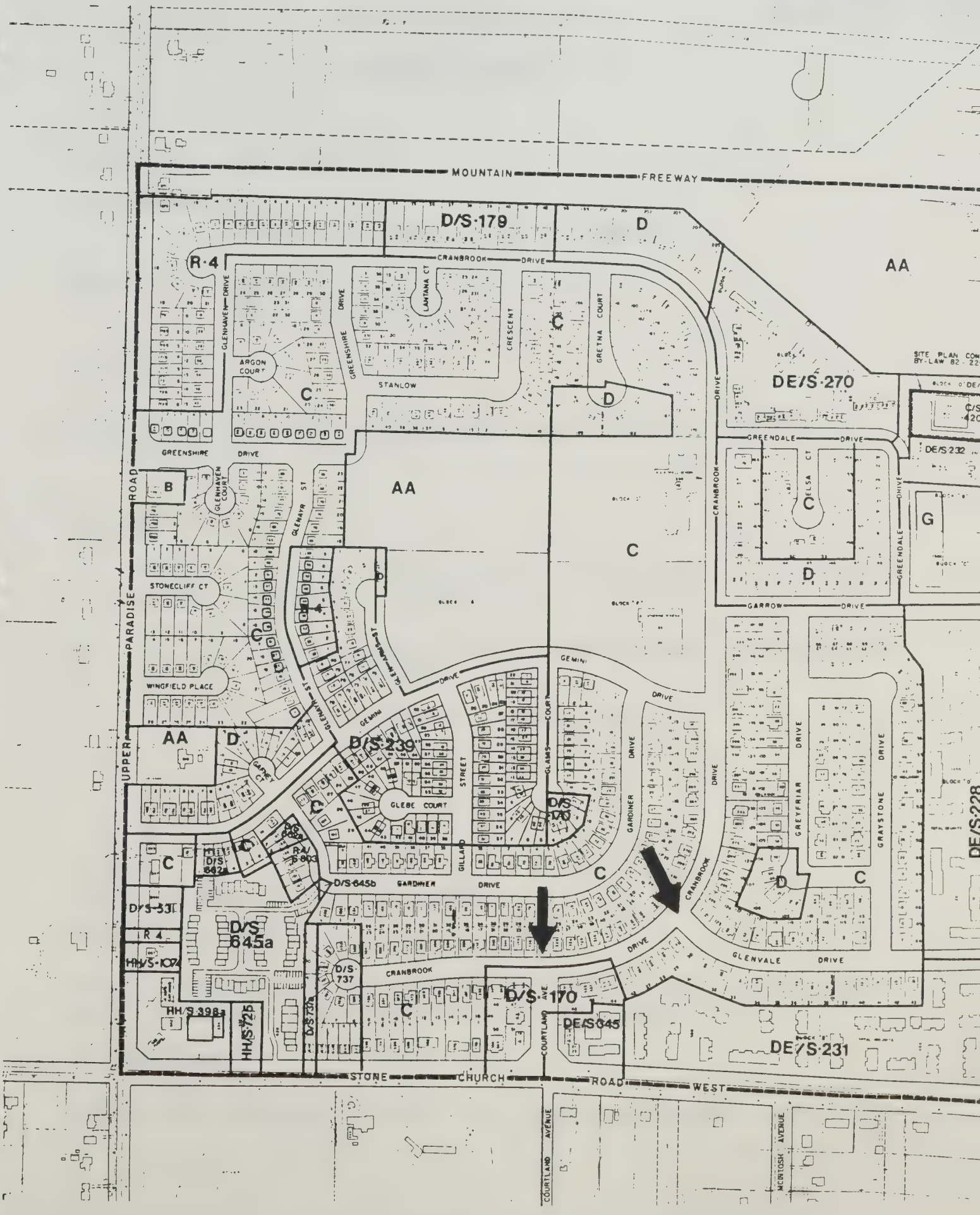
The Traffic Department has assessed this request and has its usual concerns respecting unwarranted all-direction stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed or volume of traffic, and unwarranted stop signs create disrespect by the motorists to the extent that the observation of stop signs is deteriorating every year.

More importantly, there is a curve in the roadway where Glenvale Drive intersects Cranbrook Drive, which would limit the motorists' visibility of the stop signs such that a high degree of stop sign violations might be expected. This could lead to a more serious condition if pedestrians crossing the street expect the motorist to stop and the motorist, for whatever reason, fails to stop for the stop sign.

For the above-mentioned reasons, the Traffic Department does not support the request for three-way stop control at the intersection of Cranbrook Drive and Glenvale Drive.

Notwithstanding, the intersection of Cranbrook Drive and Courtland Avenue is approximately 450 feet west of the subject intersection and meets at least one of the criteria for all-way stop control since it is an intersection of two neighbourhood collector roadways. Therefore, the Traffic Department recommends that three-way stop control be implemented at the intersection of Cranbrook Drive and Courtland Avenue.

HM/MH/ks


MOUNTAIN FREEWAY
D/S-179
R-4
CRANBROOK DRIVE
AA
DE/S-270
SITE PLAN CON
BY-LAW 82-22
DE/S-232
GREENDALE DRIVE
GARROW DRIVE
GREENSHIRE DRIVE
GLENHAVEN DRIVE
ARGON COURT
LANTANA CT
CRESCENT
GRETNA COURT
STANLOW
GLENHAVEN COURT
GLENAYR ST
STONECLIFF CT
WINGFIELD PLACE
PARADISE ROAD
UPPER
GEMINI
GARNET CT
GLEBE COURT
GILLARD STREET
GLAMIS COURT
GARDINER DRIVE
D/S-239
D/S-170
D/S-645b
D/S-642
R4/S-603
D/S-331
R 4
HH/S-107
D/S-645a
D/S-737
HH/S-398a
HH/S-725
D/S-730
DE/S-045
DE/S-231
GREYFRIAR DRIVE
GRAYSTONE DRIVE
GLENVALE DRIVE
STONE CHURCH ROAD WEST
COURTLAND AVENUE
MCINTOSH AVENUE

2(BXiiXb)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 23

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersections of East 25th Street and Seeley Avenue and East 25th Street and Gildea Street - Intersection Control. [TEC-217-92]

RECOMMENDATION:

a) That westbound traffic on Gildea Street be required to stop for northbound and southbound traffic on East 25th Street; and

b) That westbound traffic on Seeley Avenue be required to stop for northbound and southbound traffic or East 25th Street; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

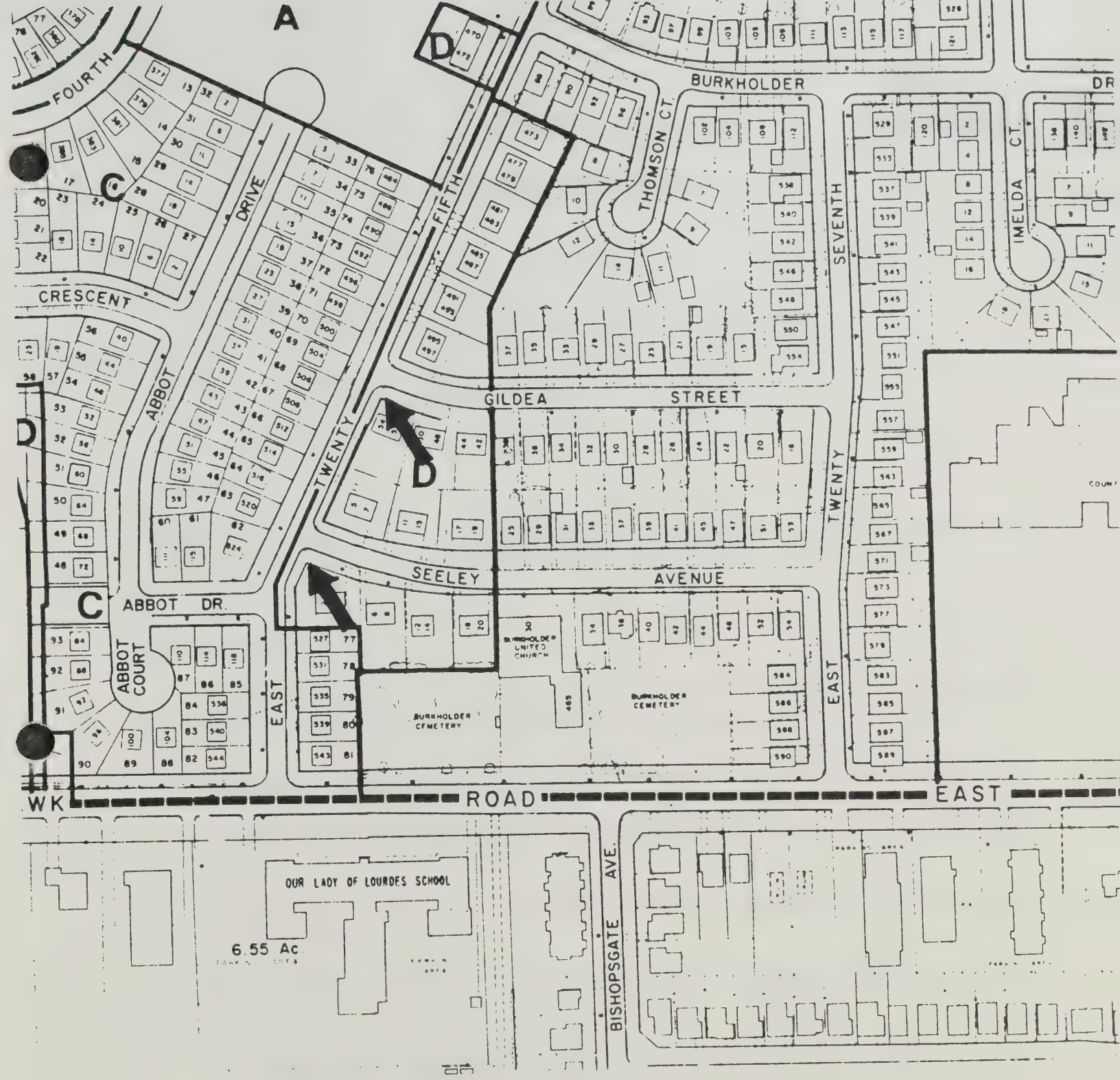
Alderman Henry Merling and Alderman Terry Anderson have advised of a request that

three-way stop control be implemented at the intersections of East 25th Street and Seeley Avenue and East 25th Street and Gildea Street.

The subject intersections are "T" type intersections, and presently, there are no intersection control signs. Traffic Department records indicate that there have been no reported collisions at either intersection in the past seven years. This is an excellent collision record for both intersections which could not be improved upon by implementing three-way stop control.

The Traffic Department has assessed this request, and has the usual concerns respecting unwarranted three-way stop control, including the fact that there is no collision problem at either of these intersections, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic, and unwarranted stop signs create disrespect by the motorist to the extent that the observation of stop signs is deteriorating every year. However, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that westbound traffic on Gildea Street and Seeley Avenue be required to stop for northbound and southbound traffic on East 25th Street.

CVB/MH/ca


A
D
FOURTH
C
DRIVE
FIFTH
BURKHOLDER
THOMSON CT
SEVENTH
IMELDA CT.
CRESCENT
ABBOT
TWENTY
GILDEA
STREET
SEELEY
AVENUE
ABBOT DR.
ABBOT COURT
EAST
BURKHOLDER CEMETERY
ROAD
WK
OUR LADY OF LOURDES SCHOOL
6.55 Ac
BISHOPSGATE AVE.

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 21

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Application to lease a portion of the boulevard of Balmoral Avenue North adjacent to No. 1145 Main Street East, Brightspot Restaurant. [TEC-212-92]

RECOMMENDATION:

That the application of Mr. Bill Pentilchuk to lease a portion of the boulevard of Balmoral Avenue North adjacent to No. 1145 Main Street East be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $58.81 per space per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

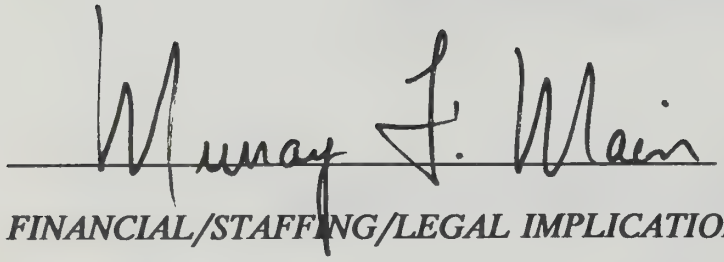
ii) the owner pays a one time $27.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $176.44 processing fee, as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $117.62 per year.

BACKGROUND:

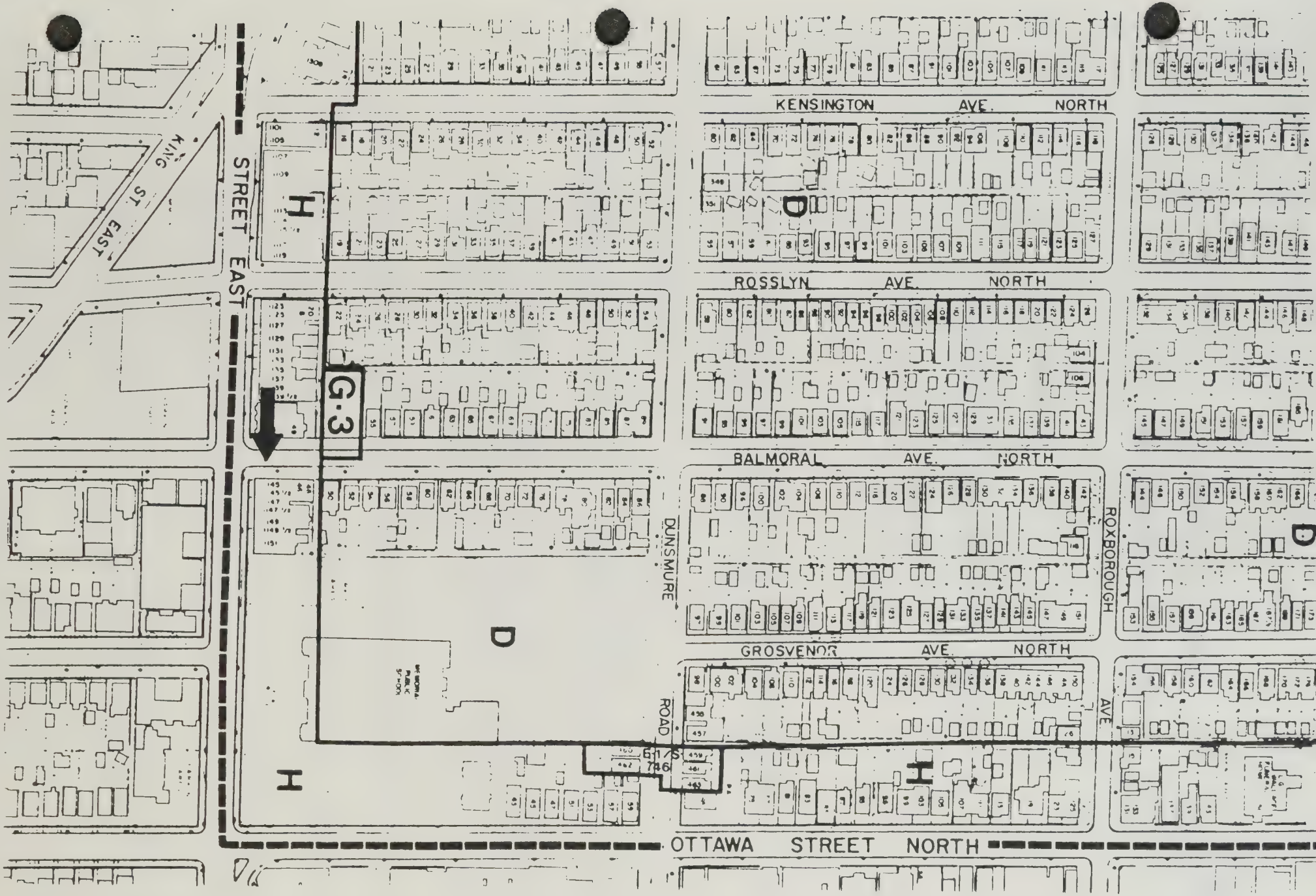
Mr. Pentilchuk has applied for permission to lease a portion of the road allowance of Balmoral Avenue North adjacent to the commercial property at No. 1145 Main Street East to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $331.06 which represents the first annual leasing fee ($117.62) and encroachment insurance ($10.00), as well as the one time registration fee ($27.00) and one time processing fee ($176.44).

CVB/MH/ca

cc: Ms. Patrice Noe Johnson
City Solicitor


KENSINGTON AVE. NORTH
ROSSLYN AVE. NORTH
BALMORAL AVE. NORTH
GROSVENOR AVE. NORTH
KING ST. EAST
STREET EAST
DUNSMURE ROAD
ROXBOROUGH AVE
OTTAWA STREET NORTH
G-3
H
D

2(B)(iii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 21

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Application to lease a portion of the boulevard of East 35th Street adjacent to Nos. 8 to 14 and 24 to 30 East 35th Street, multiple residential land use. [TEC-213-92]

RECOMMENDATION:

That the application of Mr. Ted Vietri to lease a portion of the boulevard of East 35th Street adjacent to Nos. 8 to 14 and 24 to 30 East 35th Street be approved, provided that:

i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current annual rate is $58.81 for the first two spaces and $29.41 for each additional space up to 10 spaces per year) plus taxes, if any, in addition to the $10.00 encroachment insurance charge approved by the City Council on 1984 February 14.

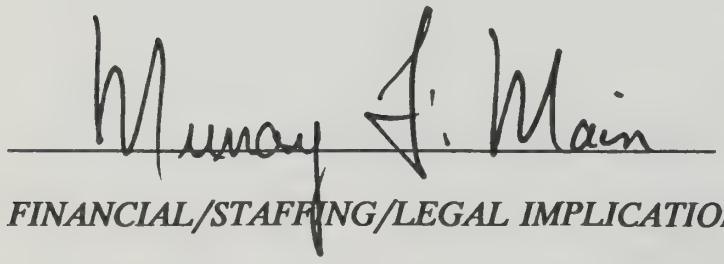
ii) the owner pays a one time $27.00 registration fee, as approved by the City Council on 1986 January 14.

iii) the owner pays a one time $176.44 processing fee, as approved by the City Council on 1988 January 12.

iv) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of road allowance for parking purposes.

v) the driveway approach, parking area and other structures, as approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

vi) the owner executes an agreement satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.



FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Revenue from the leasing of this City boulevard would be $356.88 per year.

BACKGROUND:

Mr. Vietri has applied for permission to lease portions of the road allowance of East 35th Street adjacent to the commercial property at Nos. 8 to 14 and 24 to 30 East 35th Street to park eight vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded two completed agreements which are satisfactory to the Traffic Department as well as a cheque in the amount of $603.32 which represents the first annual leasing fees ($176.44 x 2) and encroachment insurance ($10.00 x 2), as well as the one time registration fee ($27.00 x 2) and one time processing fee ($176.44).

The installation of six driveway ramps for these boulevard parking areas will require the removal and transplant of several small trees and a representative of the Public Works Department has approved the relocation of these trees.

CVB/MH/ca

cc: Ms. Patrice Noe Johnson
City Solicitor


MOUNTAIN BROW
ST. JOSEPH'S
MOUNTAIN PARK AVENUE
A
PARKING AREA
BEN LOMOND PLACE
STREET
E/S-1152
E
CONCESSION
G-3
THIRD STREET
FOURTH STREET
FIFTH
SIXTH
SEVENTH
EIGHTH
THIRTY
EAST
CROCKETT
H
C

20(b)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 September 10

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Delaware Route - New Bus Stop and Removal of a Bus Stop. **(TEC-186-92)**

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company:

i) the following new bus stop be approved:

Route 5 Delaware

Inbound - add - Greenhill Avenue, north side, 30 feet east of the east curb line of Summercrest Drive (N/S).

ii) the removal of the following bus stop be approved:

Route 5 Delaware

Outbound - delete - Greenhill Avenue, south side, opposite Summercrest Drive bus loop, 30 feet east of the east curb line of Summercrest Drive (N/S).

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

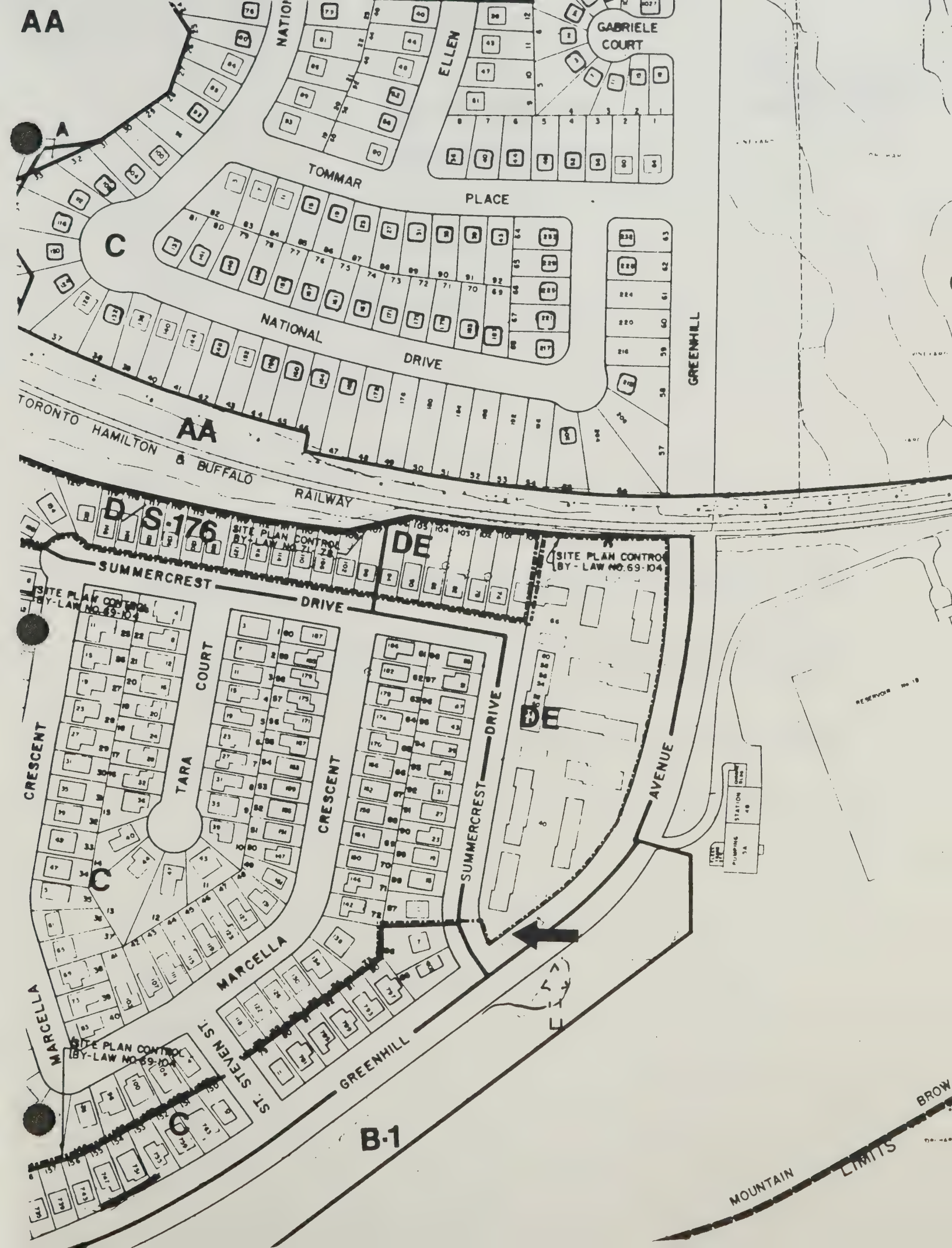
N/A

BACKGROUND:

The Hamilton Street Railway Company has requested permission to establish a new bus stop on the north side of Greenhill Avenue immediately east of Summercrest Drive in place of the bus layover area on the south side of Greenhill Avenue opposite Summercrest Drive which is no longer used.

The proposed bus stop location is satisfactory from a traffic point of view. There would be no loss of on-street parking since the proposed bus stop is in an area that is presently signed "No Parking". Therefore, the Traffic Department concurs with this request.

HM/MH/ks


AA
A
C
TOMMAR
PLACE
NATIONAL
DRIVE
ELLEN
GABRIELE
COURT
GREENHILL
AVENUE
TORONTO HAMILTON & BUFFALO
RAILWAY
AA
D-S-176
SITE PLAN CONTROL
BY-LAW NO. 71-28
DE
SITE PLAN CONTROL
BY-LAW NO. 69-104
SUMMERCREST
DRIVE
SITE PLAN CONTROL
BY-LAW NO. 69-104
CRESCENT
TARA
COURT
CRESCENT
SUMMERCREST
DRIVE
DE
AVENUE
C
MARCELLA
MARCELLA
ST. STEVEN ST.
SITE PLAN CONTROL
BY-LAW NO. 69-104
GREENHILL
C
B-1
MOUNTAIN
LIMITS

2(c)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 22
T103-51 J. K. Clairmont

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Encroachment Agreements

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to sign and execute all necessary documents to implement the agreements.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill

E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:
cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: November 10, 1992

Location	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
71 Oak Avenue	Wood Steps measuring 5.63' x 3.5'	Kosar & Palios 100 Main Street East Hamilton Ontario L8N 3W6	$112.00/20.00	T103-50 (977)
39 Hilda Avenue	Frame garage onto the Public Assumed alley measuring 10.0' x 16.73'	Simpson, Watson & Vujinovic 950 King Street West Hamilton Ontario L8S 1K8	$112.00/20.00	T103-50 (949)
206 West Ave. N.	Concrete porch & steps measuring 4.5' x 18.4'	Agro, Zaffiro, Parente, Orzel & Baker P.O. Box 2069 Station A Hamilton Ontario L8N 3G6	$112.00/20.00	T103-50 (1020)
259 Ottawa St. N.	Frame awning onto the road allowance of Campbell Ave. measuring 2.0' x 10.5'	Ross & McBride Barristers & Solicitors P. O. Box 907 Hamilton Ontario L8N 3P6	$46.00/50.00	T103-50 (993)

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 22

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Amending By-Law No. 92-152 (Fieldway Drive)

RECOMMENDATION:

a) That By-Law No. 92-152 be amended by substituting all references to Plan 62R-11929 to Plan 62R-11979.

b) That the By-Law attached to this report to carry out the amendment be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-law.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Amending By-Law No. 92-152 (Fieldway Drive)

Cont'd ....

BACKGROUND

To amend the reference to Plan 62R-11929 by substituting the applicable Plan 62R-11979.

/md
Encl.
cc: Mr. F. Angelici, Planning Department

Bill No. A-

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO AMEND BY-LAW NO. 92-152
INTO FIELDWAY DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton did enact By-Law No. 92-152 to alter a portion of the highway known as Fieldway Drive by incoporating within its limits the lands described below;

AND WHEREAS it is necessary to amend the reference plan number;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That By-Law No. 92-152 is hereby amended by substituting all references to Plan 62R-11929 to Plan 62R-11979.

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to request the By-Law or title to the following land.

Parts of Lot 11, Concession 6 (former geographic Township of Barton) designated Parts 2, 3, 6, 9, 10, 12, 14, 17 and 20, Plan 62R011054 and Parts 3 and 5, Plan 62R-11979.

in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

3. By-Law No. 92-152 enacted on June 30th, 1992 and registered as Inst. No. 125495 (new) (as amended by the By-Law) is hereby confirmed.

PASSED this day of A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2cXiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 22

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City lands into various streets by By-Law.

RECOMMENDATION:

a) That the City lands known as Part 2, Plan 62R-12045 be incorporated into Elite Drive.

b) That the By-Laws attached to this report to carry out the incorporation of the said lands into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd ....

Incorporating certain City lands into various streets by By-Law.

Cont'd ....

BACKGROUND

To complete the final street width or provide access to newly registered subdivision developments it is necessary to incorporate City lands into the road allowance as indicated in Schedule 'A', appended hereto.

/md
Encl.
cc: Mr. F. Angelici, Planning Department

SCHEDULE "A"

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Elite Drive	Part of Lot 10, Con. 8, (former geographic Township of Barton) designated as Part 2, Plan 62R-12045	N/A	To provide access and hook-up between Elite Drive (as est'd City of Hamilton By-Law No. 92-042) and Elite Drive as est'd by Plan 62M-715	S718-67

Bill No. A-56

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92-

TO INCORPORATE PARTS 2, PLAN 62R-12045
INTO ELITE DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Elite Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton 3enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Elite Drive.

Part of Lot 10, Concession 8, (former geographic Township of Barton) designated as Part 2, Plan 62R-12045.

All in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this day of . . A.D. 1992.

J. J. Schatz
City Clerk

R. Morrow
Mayor

2(d)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED

OCT 14 1992

CITY CLERKS

DATE: 1992 October 9

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: P. Noé Johnson
City Solicitor

SUBJECT: Local improvements of sidewalks on Upper Paradise Road - $27,700.00

RECOMMENDATION:

That City Council enact the attached By-law to authorize construction of local improvements of sidewalks on Upper Paradise Road from Stone Church Road to approx. 187m southerly and from approx. 86m south of Skyview Drive to approx. 83m southerly.

P. Noé Johnson

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The construction of these local improvements was approved by Council on May 12, 1992, in adopting Item 25 of the 6th Report of the Transport & Environment Committee and Item 4 of the 12th Report of the Finance & Administration Committee subject to the Ontario Municipal Board's approval to the financing of the work. On Friday, August 28, 1992, the Ontario Municipal Board's Order No. E920755 was granted.

:sr
Att.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 92 -

To Authorize:

1. The construction of local improvements without petition under Section 12 of The Local Improvement Act of concrete sidewalk on the east side of UPPER PARADISE ROAD from Stone Church Road to approx. 187m southerly and from approx. 86m south of Skyview Drive to approx. 83m southerly, as described in Schedule "A";

2. The special assessment to pay a portion of the cost of the works by the abutting owners;

3. The preparation of plans, specifications and reports and the supervision of the construction by the Senior Director of Roads.

WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 25 of the 6th Report of the Transport & Environment Committee on May 12, 1992;

AND WHEREAS the Council of The Corporation of the City of Hamilton did adopt Item 4 of the 12th Report of the Finance & Administration Committee on May 12, 1992;

AND WHEREAS it is expedient to proceed without petition to undertake, as local improvements, the works hereinafter described;

AND WHEREAS notice of Council's intention to undertake the works as local improvements has been given by publication of the notice and by service of it upon the owners of the lots liable to be specially assessed under Section 12 of The Local Improvement Act, R.S.O. 1980;

AND WHEREAS a majority of the owners, representing at least one-half of the value of the lots that are liable to be specially assessed, have not, within one (1) month after publication, petitioned the Council not to proceed with the works;

AND WHEREAS the Council has obtained reports, estimates and statements required for the undertaking of the said works;

AND WHEREAS the Ontario Municipal Board did, on the 28th day of August, 1992, issue Order No. E920755 approving the application of The Corporation of the City of Hamilton for:

(a) the construction of certain works as local improvements on the initiative plan at a total estimated cost of $27,700.00 and,

(b) the issue by The Regional Municipality of Hamilton-Wentworth of debentures in the sum of $19,736.00.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The construction of the works more particularly described in Schedule "A" hereto annexed and forming part of this by-law, may be proceeded with under The Local Improvement Act, at an estimated cost not to exceed $27,700.00.

2. The share or portion of the estimated cost of the works in the amount of $19,736.00 to be borne by the owners of the lands abutting directly on the works and the estimated cost per metre shall be rated as set out in Schedule "A", provided that the actual rate per metre shall be specially assessed upon the lots abutting directly on the works and payable in equal annual instalments until fully paid.

3. Pending payment of the share or portion of the total cost referred to in Section 2, the said share or portion shall be financed by the issue of debentures by The Regional Municipality of Hamilton-Wentworth:

   (a) to the extent sufficient to provide an amount not exceeding $19,736.00;

   (b) repayable over a term not exceeding twenty (20) years, chargeable to The Corporation of the City of Hamilton.

4. The Commissioner of Regional Engineering is hereby authorized to:

   (a) prepare all necessary plans, specifications and reports required for the construction of the works; and,

   (b) supervise construction of the works.

5. The Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the works.

PASSED this day of , A.D. 1992.

City Clerk Mayor

(1992) 6 R.T.E.C. 25, May 12
(1992) 12 R.F.A.C. 4, May 12

SCHEDULE "A"

The construction of concrete sidewalk on the east side of UPPER PARADISE ROAD from Stone Church Road to approx. 187m southerly and from approx. 86m south of Skyview Drive to approx. 83m southerly at the costs not exceeding those set out below:

City's Share	$ 7,964.00
Owners' Share	19,736.00
TOTAL ESTIMATED COST	$ 27,700.00
Estimated Cost per metre frontage	$ 80.00

Fifteen (15) annual instalments

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 14

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. T. Bradley
Manager of Purchasing

SUBJECT: PROVISION OF EQUIPMENT AND OPERATORS DURING THE 1992-1993 AND 1993-1994 WINTER SEASON

RECOMMENDATION:

That purchase orders be issued for the provision of equipment and operators as and when required during the 1992-1993 and 1993-1994 winter season, in accordance with specifications issued by the Manager of Purchasing and Vendors' quotations, and that these expenditures be financed through various approved accounts, as follows:

	1992-1993	1993-1994
Nucan Contracting & Excavating		
1 Loader with 4 cu.yd.bucket	$ 82.00	$ 87.00
Cormar Contracting		
2 Loaders with 4 cu.yd. buckets	110.00	115.00
N-R-G- o/a 989847 Ontario Ltd.		
1 Grader with Snow Plow & Wing	140.00	140.00

Hourly rates. GST extra at 7%

T. Bradley, Manager of Purchasing

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

As one of our larger suppliers of loaders and graders with operators is no longer in business, a tender was called to add needed equipment for snow removal. This tender was advertised and seventy-four local suppliers requested to bid.

Tender analysis

Hourly rate - Loaders	1992-1993	1993-1994
Nucan Contracting	$ 82.00	$ 87.00
G.F. Mason	100.00	105.00 *
Cormar Contracting	110.00	115.00

* This equipment is not acceptable because of special hooks to the equipment which would cost the City $2,800. Sannio Construction bid a loader with 1-1/4 cu.yd. bucket which is too small and not required. There was only one bid received for the grader.

As this is additional to existing equipment approved by Council, tenders are being accepted on the basis of the lowest bidder's equipment being called first and subsequent bidders contacted as required.

3.(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 23

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Delmar Drive - Parking Regulation. **(TEC-218-92)**

RECOMMENDATION:

a) That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Delmar Drive commencing at a point 1,087 feet east of Columbia Drive and extending to Laurier Avenue; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1992 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

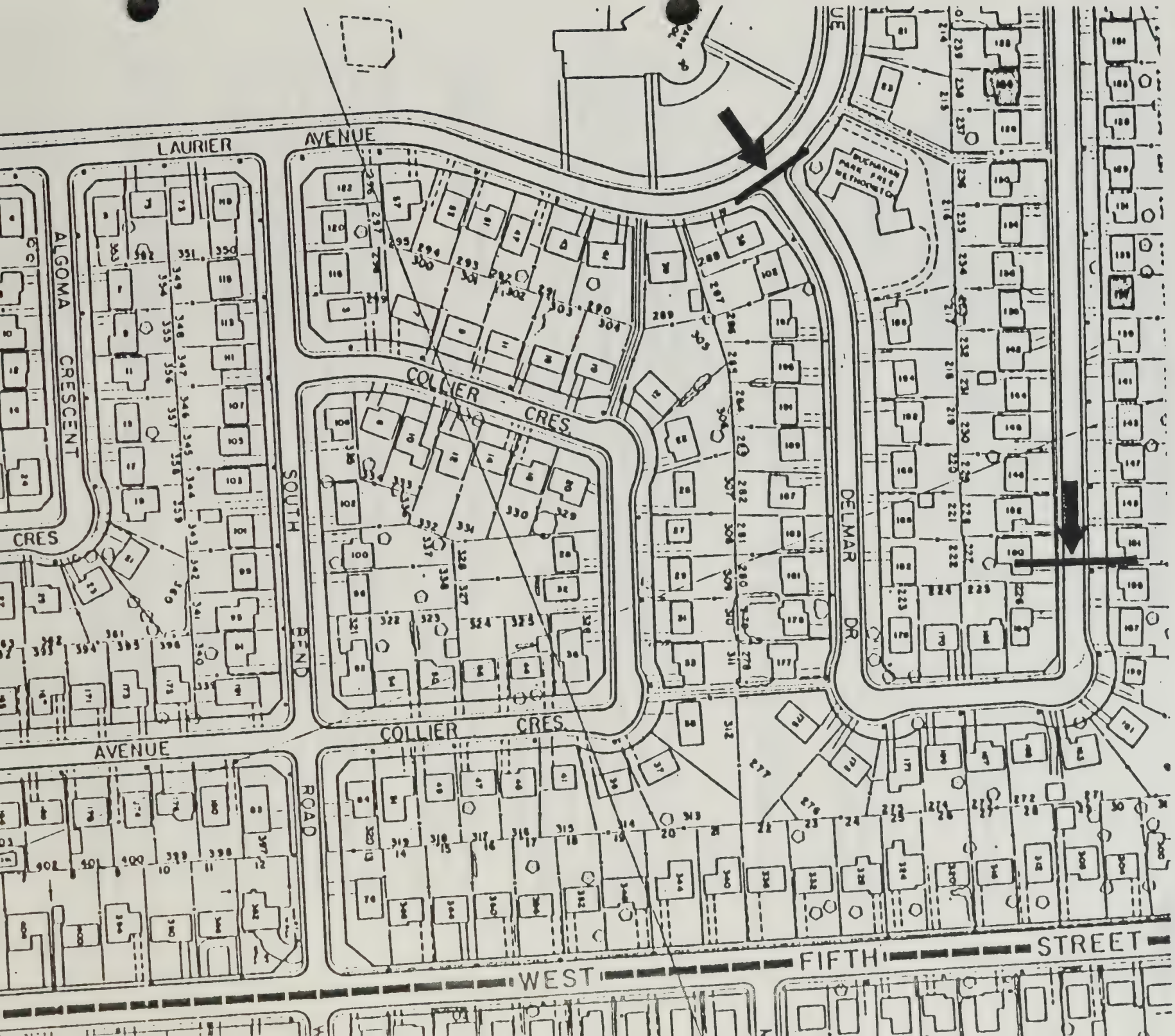
BACKGROUND:

The Traffic Department has received a petition signed by representatives of 27 of the 31 one, two and three family dwellings abutting Delmar Drive between a point 1,087 feet east of Columbia Drive and Laurier Avenue, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. Twenty-three residents who signed the petition are in favour of the requested regulation and the remaining four residents are opposed.

Delmar Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. West of this area, there is a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" regulation. The residents have expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation will eliminate long-term non-resident parking in this area and area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit regulation.

Therefore, since 74 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request.

CVB/MH/ks


LAURIER AVENUE
ALGOMA CRESCENT
CRES
SOUTH
BEND
ROAD
COLLIER CRES.
COLLIER CRES.
DELMAR DR
AVENUE
FIFTH STREET
WEST

THE CORPORATION OF THE CITY OF HAMILTON
City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4
TRAFFIC DEPARTMENT

Your File:

1992 October 23

RECEIVED
OCT 26 1992
CITY CLERKS

Alderman Frank D'Amico
c/o Aldermen's Offices
City Hall

Re: Delmar Drive - Parking Regulation

Dear Sir:

The Traffic Department has received a petition signed by representatives of 27 of the 31 one, two and three family dwellings abutting Delmar Drive between a point 1,087 feet east of Columbia Drive and Laurier Avenue, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this area. Twenty-three residents are in favour of the requested regulation and the remaining four are opposed. A copy of this petition is attached for your information. Staff have investigated this matter and have the following report:

Delmar Drive has a 28 foot pavement width, and presently, there is unrestricted free parking on both sides of the street in this area. West of this area, there is a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Friday" regulation.

The residents have expressed concern regarding long-term non-resident parking by students from Mohawk College. The implementation of the requested regulation will eliminate long-term non-resident parking in this area and area residents would be entitled to purchase permits at a cost of $24.00 (plus G.S.T.) each year to exempt their vehicles from the signed time limit regulation. Therefore, since 74 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request. Unless you advise that you do not agree, we will prepare a report respecting this matter for the next Transport and Environment Committee meeting.

Mr. Stewart Leslie, 187 Delmar Drive has advised that he strongly objects to the requested regulation and has requested the he be allowed to appear before the Transport and Environment Committee to speak on this matter.

We trust this is satisfactory to you.

Yours truly,

Murray F. Main, P. Eng.
Director of Traffic Services

CVB/MH/ks
Attach.

c.c. Alderman Henry Merling, Chairman,
Transport and Environment Committee

c.c. Kevin Christenson, Secretary,
Transport and Environment Committee

c.c. Alderman Don Ross, Alderman Ward 8

PETITION TO THE TRANSPORT AND ENVIRONMENT COMMITTEE OF THE HAMILTON CITY COUNCIL

We the undersigned abutting residents of DELMAR DRIVE (street/avenue/etc.) hereby petition the City of Hamilton

to erect "ONE HOUR PARKING TIME LIMIT, 8:00 a.m. TO 6:00 p.m., MONDAY TO FRIDAY" (requested regulation)

signs ~~on the~~ BOTH (north/south/east/west) side(s) of DELMAR DRIVE (street/avenue/etc.) between

HOUSE # 157 and LAURIER AVENUE.

NOTE: One signature per address is sufficient. Signatures should be obtained from as many addresses as possible, and in any case, from a minimum of two-thirds of abutting addresses. Each person signing should indicate his/her opinion in one of the last 3 columns.

Name	Address	Telephone	Agree with Request	Oppose the Request	Have no Opinion
MR & MRS J CAMERON	194 DELMAR DR.	3830448	✓		
Dorothy Jo VanSickle	201 Delmar Dr.	389-3149	✓		
MR. + MRS. JOHN CEKR	179 DELMAR DR	385-1394	✓		
Kim + Jim Dick	177 Delmar Dr	383-5558	✓		
Helen Thomson	175 Delmar Dr.	385-7448	✓		
Kathy + John Lafferty	170 Delmar Drive	388-4738	✓		
Susan + Chuck Alfano	167 Delmar Dr	318 0634	✓		
Doreen + Paul	169 Delmar Dr	388-8472	✓		
Ben Kabelac	163 Delmar Dr.	385-3069	✓		
A. Loos	159 Delmar Dr.	389-4056	✓		
R. Sinclair	166 Delmar Dr.	383-6657	✓		
W a Jones	173 Delmar Dr	389 1134	✓		
Cathy + Jim Playfair	178 Delmar	389-8755	✓		
Gordon + Ruth Ross	182 Delmar Dr.	388-1916	✓		
Anne Elsi Ottaway	191 DELMAR DR.	389-2617	✓		
Verna + Ben Schoug	189 Delmar Dr.	385-2006	✓		

Information in this form is to be utilized solely for the purpose of determining whether or not a majority support the requested regulation and is maintained in accordance with the Municipal Freedom of Information and Protection of Privacy Act, 1989. Direct inquiries can be made to: Director of Traffic Services, 71 Main St. West, Hamilton, Ontario, L8N 3T4, (416) 546-4510.

PETITION TO THE TRANSPORT AND ENVIRONMENT COMMITTEE OF THE HAMILTON CITY COUNCIL

We the undersigned abutting residents of _____ hereby petition the City of Hamilton
(street/avenue/etc.)

to erect _____
(requested regulation)

signs on the _____ side(s) of _____ between
(north/south/east/west) (street/avenue/etc.)

_____ and _____.

NOTE: One signature per address is sufficient. Signatures should be obtained from as many addresses as possible, and in any case, from a minimum of two-thirds of abutting addresses. Each person signing should indicate his/her opinion in one of the last 3 columns.

Name	Address	Telephone	Agree with Request	Oppose the Request	Have no Opinion
STEWART LESLIE	187 DELMAR DRIVE	389.2394		✓	
☆ L. Massey	186 Delmar Drive	389-1148	✓		
H. Zimmerman	157 Delmar Dr.	389306		✓	
J. McConnell	192 Delmar Dr.	389-2085	✓		
D. SULLIVAN	197 DELMAR DR	389-32[illegible]		✓	
Walter Oplet	184 Delmar	389-3[illegible]	✓		
Karen Ford	183 Delmar Drive	387-3707	✓		
STUART GARRISON	164 DELMAR DR.	388740	✓		
D. Kimball	171 DELMAR DR	388-2514		✓	
V. Dunn	161 Delmar Dr.	383-5450	✓		
George and Marjorie Smith	197 Delmar Dr	389-1917	✓		

23 - YES
4 - NO

27/51

Information in this form is to be utilized solely for the purpose of determining whether or not a majority support the requested regulation and is maintained in accordance with the Municipal Freedom of Information and Protection of Privacy Act, 1989. Direct inquiries can be made to: Director of Traffic Services, 71 Main St. West, Hamilton, Ontario, L8N 3T4, (416) 546-4510.

187 Delmar Drive
Hamilton, Ontario
L9C 1J8
October 12/92

Transportation & Environment Committee
Alderman Don Ross
Alderman Frank D'Amico

Sirs: This is a note to follow-up our telephone conversations of late last week regarding a petition that my neighbours in the high number end of Delmar Drive are circulating to have the street parking restricted. I can understand why they are annoyed by the increase in cars parking near the intersection of Delmar and Laurier but this is a result of our other neighbours on Delmar, closer to Mohawk College having their section of the street signed earlier this year. They have moved their problem into our area of the street and now some people would like to dump it on the folks on Collier Crescent, Laurier and other nearby streets. I do not think this is the best solution to this problem because it presents difficulties of its own and doesn't really resolve the issue. I would like to list the thoughts that have occurred to me since this arose and some of the additional problems signing will engender and perhaps, as I do not have a solution to this dilema, the people on the Transportation and Environment Board may be able to come up with a more workable compromise.

The problems expressed to me are vehicles on both sides of the street approaching the intersection of Delmar and Laurier and having to back up to allow cars to enter or exit. There is a curve at this point which restricts vision to the corner. This situation has not been good for two or three years because of teachers at Buchanan Park School parking there because their lot was full or it was closer to use the street. It has been aggravated by the addition of Mohawk student parking shifting over from nearer the college.

The other problem is difficulty backing out of a driveway.

Most of the driveways on Delmar Drive are offset due to the lot sizes being different on opposite sides of the street so there often is a vehicle parked across the street from the end of my driveway but I have never found that to be a problem but I do know that some of my neighbours resent people parking opposite their driveways because they have told me so. This is, of course a public street and the question it raises is: "to whom do the city streets belong, the adjacent landowner/tenant or the populace as a whole"?

This survey was originally designed with underground services and we, quite naturally resent any additional above-ground clutter such as the new cable TV switching boxes and new larger-than-before and higher-out-of-the-ground H.E.P.C. service man-holes. These can be viewed as necessary but they are still obstructive! To add parking signs is a blot on our neighbourhood no matter how well-intentioned or seemingly necessary they might appear. It is almost a law that the people who do not want parking restrictions will, inevitably, wind up with a sign and post in front of their house!

One of my major reasons for not wanting this restriction is the people who will directly be affected by it — the students of Mohawk particularly, most of whom are <u>unemployed</u> and in retraining programmes or are laid-off steel workers attempting to hold their house and family together while they attempt to switch careers. This is grossly unfair to them and lacks even a scrap of charity. Many of us on this street have helped to put children through colleges and university and the last thing a student wants to spend money on is parking! A lot of us adults are the same way and avoid parking meters and parking lot fees by walking a few extra blocks. We should be encouraging these students (by leaving them alone) so they can

complete their studies and hopefully get a job and reduce the welfare and U.I. totals in this city.

It is easy for a group of retired people and others who have raised their families to come down on the teachers (and the principal) who park at the corner but that is not fair either. If these vehicles obstruct the view of the intersection then maybe there should be a no-parking zone on either side to allow a clear view!

Also, if the street has parking restrictions, this will be added to the work load of the by-law enforcement officer. The more miles of streets that are added to his or her schedule will mean, perhaps, the hiring of more officers and an increase in everybody's taxes not just the folks on Delmar Drive - and if there is no money in the budget to hire extra officers then the street will only be checked on a random basis and the signs are really not effective. A good example is the much heralded "NO SMOKING" by-law with one person to cover the whole city!

It was mentioned to the petitioner that this could backfire on the home owners by ~~not~~ restricting their own use of the streets for overflow parking during family gatherings. The response was it wouldn't bother her because they have a long driveway! But not everyone does and I noticed those people were not approached to sign the petition! Even the argument that the Monday to Friday, nine to four restrictions will not bother them because they have their parties on the weekend or in the evening is, at best, selfish. Many seniors do not like to drive after dark and will visit in the daylight hours - will they be limited to a one hour visit?

Another observation is that many of the students only park for a couple of hours during a class then leave. Often

another will replace them on the street but there are times when there are only one or two student cars; other times there maybe eight to ten. The numbers hardly warrant the fuss.

It has been mentioned by a city official that as many a half of the petitions for this type of restriction are repealed by the same people who requested it in the first place; some as little as six months after signing. Again, who is paying for this work? and rework?

I would very much like to appear before the Transportation and Environment Committee to express my opposition to this petition in person. Please arrange to have my name added to the agenda for the meeting at which it will be discussed.

Thank you for your time and patience,

Sincerely

Stewart R Leslie

1-416-389-2394

p.c. Kevin Christiansen

3.(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 6

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

School Crossing Guard Services during Professional Development Days [TEC-199-92]

RECOMMENDATION:

That the Board of Education for the City of Hamilton, the Hamilton-Wentworth Roman Catholic Separate School Board and the Wentworth County Board of Education be requested to investigate the feasibility of coordinating Professional Development days for elementary schools within the Hamilton-Wentworth Region.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Coordination of Professional Development days between the Hamilton-Wentworth Roman Catholic Separate School Board and the Board of Education for the City of Hamilton would result in a savings to the City of approximately $15,500 annually in school crossing guard wages. Also, coordination of Professional Development days with the Wentworth County Board of Education would result in an additional savings of approximately $2,000 per year to the other Area Municipalities participating in the program.

BACKGROUND:

There are presently 64 locations within the City which provide crossing guard services for elementary school children attending both Public and Separate elementary schools. Since Professional Development days are not coordinated between the two Boards at the present time, these school crossing guards are required to work during Professional Development days for one Board, while the other Board's Schools are in session. If the Public and Separate School Boards were to coordinate their Professional Development days (a total of 8 days for each Board), the City of Hamilton could save approximately $15,500 in school crossing guard salaries annually. Further, if the Wentworth County Board of Education would also coordinate their Professional Development days with the other two Boards (a total of 7 days for each Board), an additional $2,000 could be saved in wages for school crossing guards in the other five Area Municipalities.

Surveys indicate that the Regions of Halton and Peel coordinate Professional Development days between three school boards. Therefore, it is recommended that the Hamilton Public, Hamilton-Wentworth Separate and the Wentworth County Boards of Education be requested to investigate the possibility of coordinating their Professional Development days.

MH/jd

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 20

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Marcel Hair Salon, 53 King William Street - Request for a Parking Meter. **(TEC-209-92)**

RECOMMENDATION:

That no action be taken on a request for one additional parking meter in front of 53 King William Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Alderman Vince Agro has asked the Traffic Department to report to the Transport and Environment Committee respecting a request from Ms. Madi Mastai, No. 53 King William Street, that one additional parking meter be installed on the north side of King William Street in front of her business.

Presently, there is an 87 foot, "No Stopping, Except for Emergency Vehicles" regulation on the north side of King William Street in front of the Fire Station and the Marcel Hair Salon. Mr. Donald Peters, Assistant Chief Fire Prevention Officer, has advised that the Fire Department still requires this area for emergency vehicles and is adamantly opposed to the removal or shortening of the regulation to allow the installation of one additional parking meter. Therefore, the Traffic Department does not support the request.

HM/CVB/ks

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 22

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Sanatorium Road at West 32nd Street - Stop Sign Removal. **(TEC-216-92)**

RECOMMENDATION:

That no action be taken on the request to remove the existing east/west stop sign at the intersection of Sanatorium Road and West 32nd Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1991 July 22, the Transport and Environment Committee reviewed and approved a report recommending that stop signs be erected on Sanatorium Road at regular intervals in an attempt to reduce the volume of traffic on Sanatorium Road and revert the street to serving the function of a local residential street rather than a through arterial route. The stop sign located at West 32nd Street was one location chosen to act as a deterrent to through traffic.

In August of this year, Alderman Ross received a petition signed by ten households requesting that the stop sign right-of-way control at Sanatorium Road and West 32nd Street be removed due to "extreme noise levels" and a perceived safety problem. Alderman Ross subsequently requested Traffic Department staff to investigate this request.

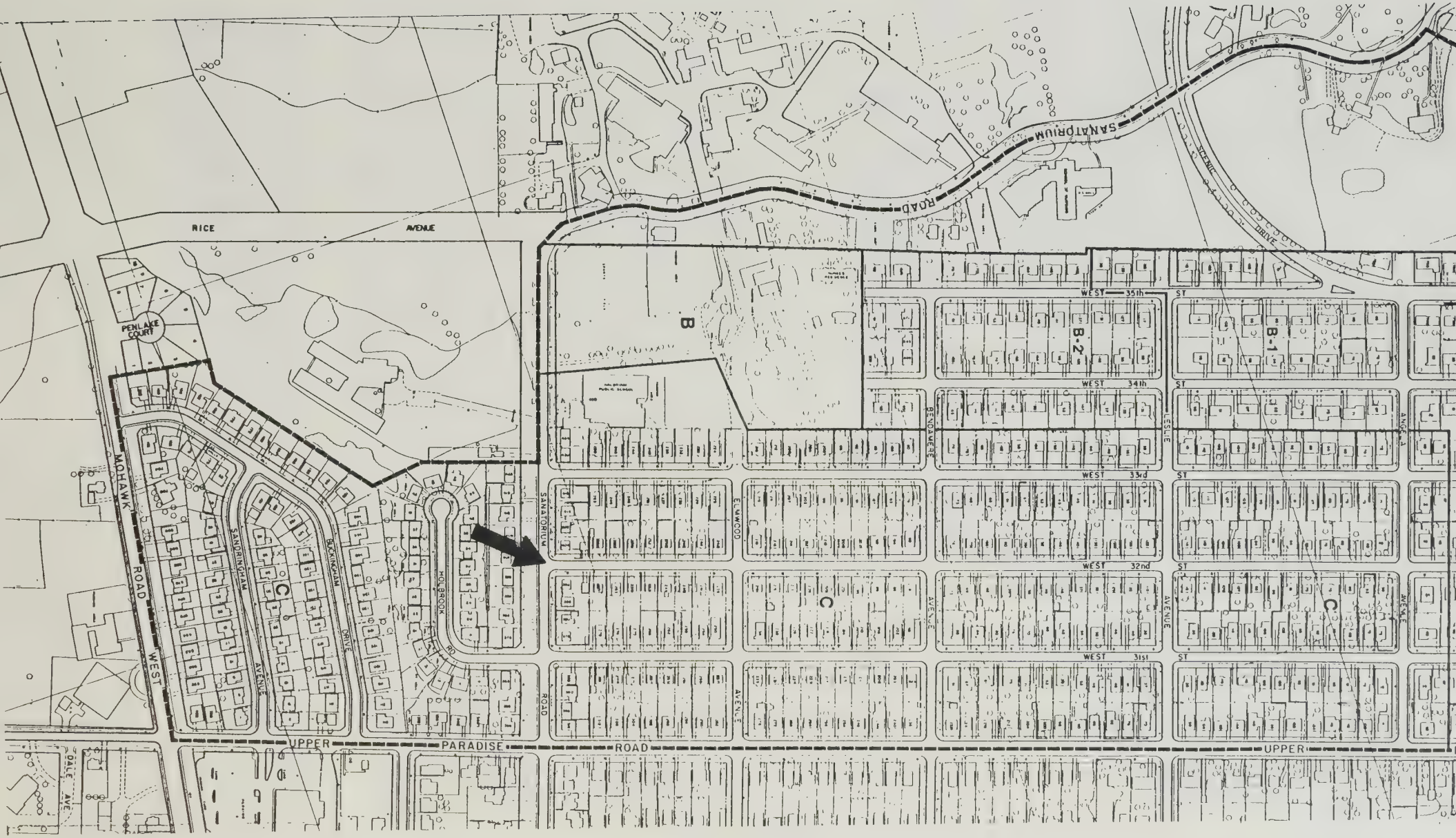
In reviewing traffic volumes on Sanatorium Road before and after the stop sign installations, it has been identified that there has been a decrease of approximately 35 percent in traffic volumes. Thus, the stop signs have been successful in significantly reducing the volume of traffic. It should be noted that since the installation of this stop control there has not been a reported collision at the intersection of Sanatorium Road and West 32nd Street. Thus, the perceived safety concern has not been substantiated.

To minimize the number of stops on this roadway for transit vehicles, the stop controls were strategically situated at intersections where transit stops were also located at approximately two or three block intervals. Delays and thus travel times for transit vehicles were kept to a minimum.

The section of Sanatorium Road between Rice Avenue and Upper Paradise Road is 1,500 feet in length, and the present stop at West 32nd Street is the only stop within this section. Relocation of the stop to another intersection would only transfer the perceived problems to that location.

In conclusion, Traffic Department staff recommend that the current stop signs located at Sanatorium Road and West 32nd Street remain. The benefit of reduced traffic on Sanatorium Road affecting approximately 100 households outweighs the concern of the ten petitioners of which seven live on Sanatorium Road.

TA/MH/ks


RICE AVENUE
PENLAKE COURT
MOHAWK ROAD WEST
SANDRINGHAM AVENUE
WAKINGHAM DRIVE
HOLBROOK RD
SANATORIUM ROAD
SANATORIUM ROAD
SCENIC DRIVE
WEST 35th ST
WEST 34th ST
WEST 33rd ST
WEST 32nd ST
WEST 31st ST
BENDAMERE AVENUE
ELMWOOD AVENUE
KESSLE AVENUE
ANGLE AVENUE
B
B-2
B-1
C
UPPER PARADISE ROAD
UPPER
DALE AVE

4.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 21

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: **Sale of Lands to the Region for the Red Hill Creek Expressway**
(a) King Street East west of Pottruff
(b) Parts 2, 3 and 7, Plan 62R-11800

RECOMMENDATION:

a) That an Offer to Purchase, executed by Regional Officials on October 13, 1992, and scheduled for closing on or before January 12, 1993, for the purchase by the Region of a parcel of land located along the northerly limit of King Street East west of Pottruff Road, containing 7.812 hectares (19.66 acres), shown as Parts 1, 2, 3 and 4 on Plan 62R-12235 required for the Red Hill Creek Expressway, be approved and completed and the funds derived from this sale of $83,800 be credited to Account No. CH-4X501-00102 (Reserve for Property Purchases).

b) That an Offer to Purchase, executed by Regional Officials on October 13, 1992, and scheduled for closing sixty (60) days after the enactment of a by-law to sell the closed road allowance shown as Parts 2, 3 and 7 on Plan 62R-11800, for the purchase by the Region of a closed road allowance, containing 0.418 hectare (1.03 acres), shown as Parts 2, 3 and 7 on Plan 62R-11800 required for the Red Hill Creek Expressway, be approved and completed and the funds derived from this sale of $148,000 be credited to Account No. CH-4X501-00102 (Reserve for Property Purchases).

c) That the sum of $90,000 be deducted from the total sale price of (a) and (b) above of $231,800 to repay the Region for monies provided by the Region to the City in order to undertake the Red Hill Creek Master Recreation Plan Investigation, with the understanding that these monies would be applied against future City of Hamilton purchases by the Region.

d) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total sale price of $231,800 less the $90,000 to be repaid to the Region be credited to Account No. CH-4X501-00102 (Reserve for Property Purchases).

BACKGROUND:

Subject parcels of land are required for the East-West portion of the Red Hill Creek Expressway.

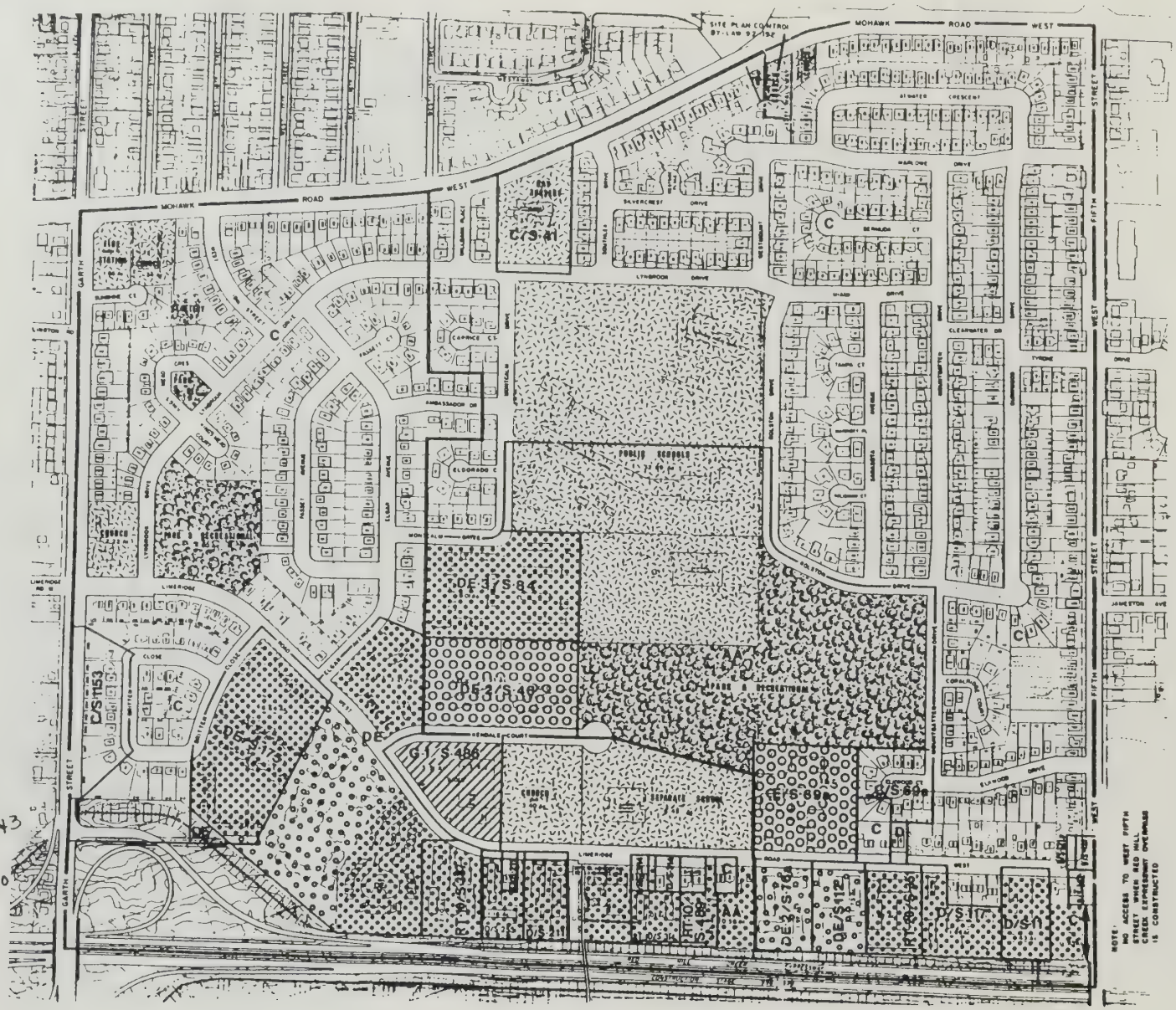
On October 4, 1988, Regional Council approved Item 9 of Report 7-88 of the Freeway Steering Committee, authorizing the Region to provide the amount of $90,000 to the City of Hamilton to undertake the Recreation Master Planning Investigation, with the understanding that this amount would be applied against future City of Hamilton property acquisitions required for the construction of the Red Hill Creek Expressway. The Region is requesting repayment of the $90,000 through the finalization of these transactions.

On October 6, 1992, Regional Council approved Item 10 and 22(c) of Report 13-92 of the Transportation Services Committee, authorizing the purchase of these lands from the City required for the Red Hill Creek Expressway.

AC/nw

c.c. P. Noé Johnson, City Solicitor
A. Ross, Treasurer
K. Lau, Manager, Legal Surveys, Roads Department
D. Lobo, Director of Public Works
Attention: R. Chrystian
J. Clairmont, Roads Department

(1.3.307)



Note: This is a **GUIDE PLAN** only and is subject to change. For details contact the local planning division of the Regional Municipality of Hamilton-Wentworth.

EXISTING POPULATION (1988) 5144

LAND USE

RESIDENTIAL

- single & double
- attached housing
- low density apartments
- medium density apartments
- high density apartments
- commercial and apartments

- COMMERCIAL
- INDUSTRIAL
- CIVIC & INSTITUTIONAL
- PARK & RECREATIONAL
- OPEN SPACE
- UTILITIES

- Neighbourhood Boundary
- Zoning Boundary

Approvals

Planning Committee NOV 16, 1987 Council DEC. 10, 1987

Latest Revision Date OCTOBER 1, 1990

CITY OF HAMILTON

Planning Department

ROLSTON

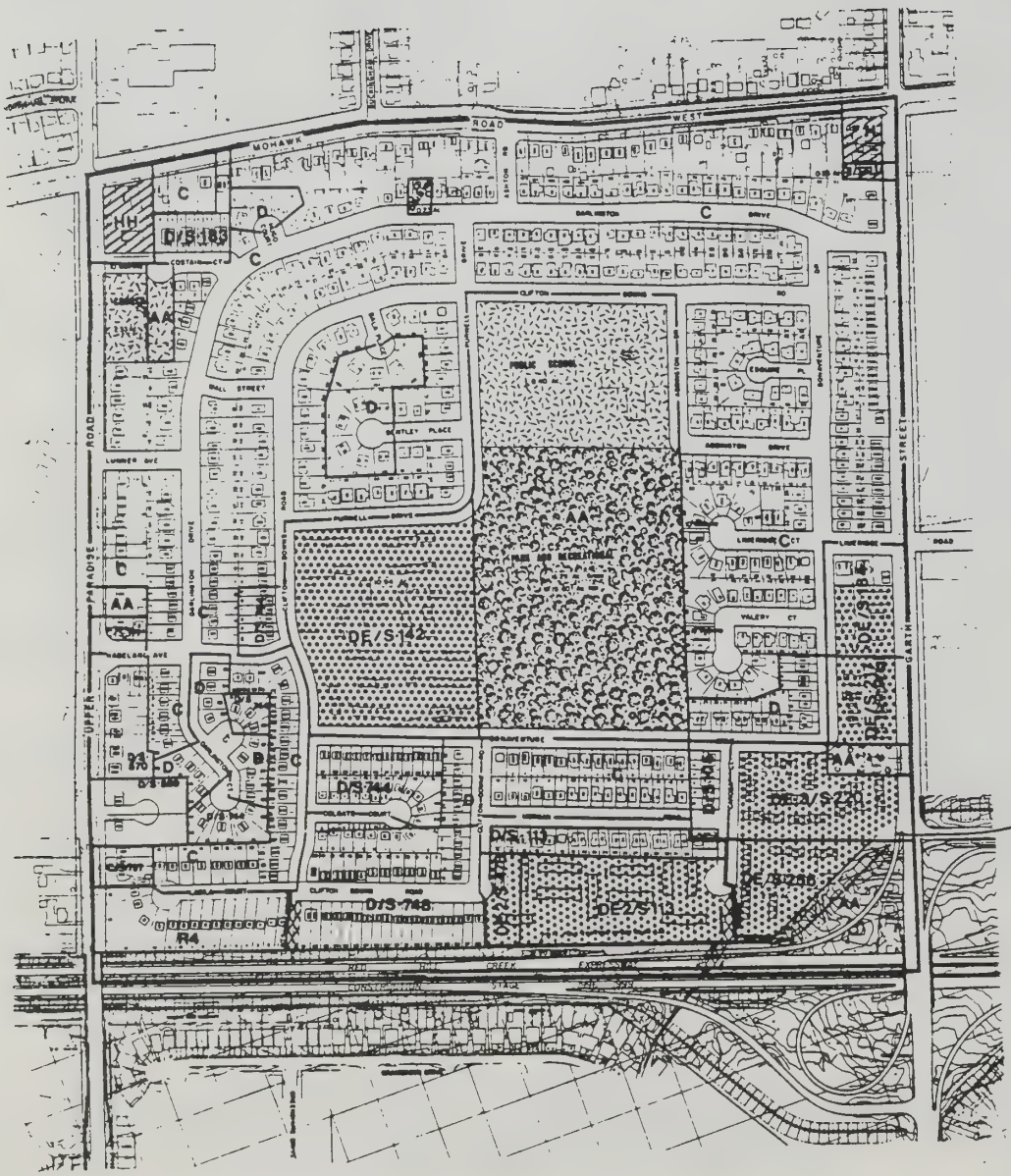
APPROVED PLAN

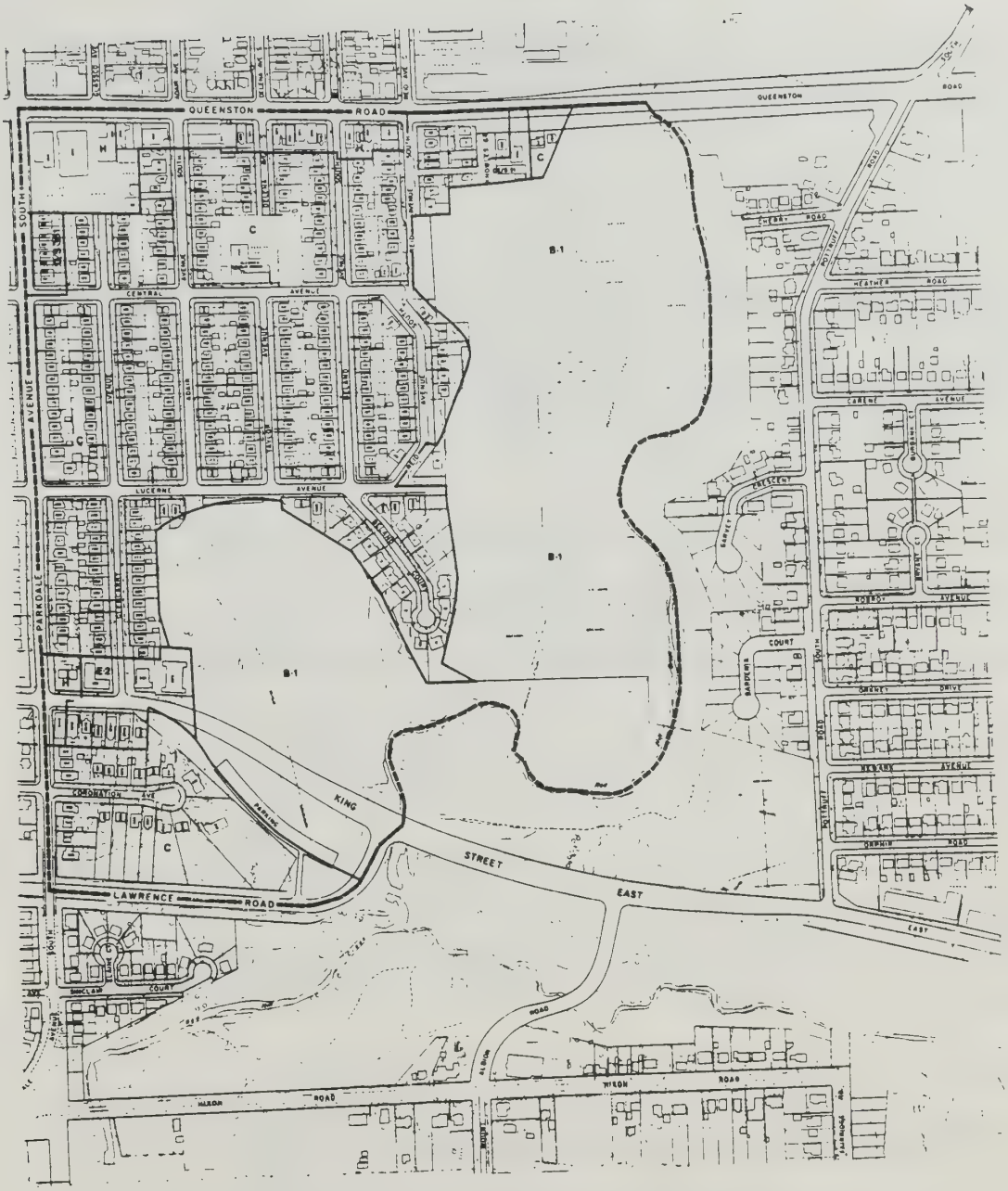
NORTH

SCALE 50m 100m

116

PARTS 2+3
PLAN
62R-11800


MOHAWK ROAD WEST
PARADISE ROAD
UPPER GARTH STREET
DE/S-142
DE/S-142a
DE/S-142b
DE/S-142c
DE/S-142d
DE/S-142e
DE/S-142f
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105 100 86 52 51 32 117 117 113 This is not a Legal Document For Zoning Verification Please Contact City Building Department.	CITY OF HAMILTON GLENVIEW EAST ZONING
Neighbourhood Boundary Zoning Boundary	SCALE 0 50m 100m NORTH
Prepared for The City of Hamilton by the Planning and Development Department of The Regional Municipality of Hamilton-Wentworth	PLANNING UNIT NO 6506 PAGE NO 51

OFFER TO PURCHASE

I/We **The Regional Municipality of Hamilton Wentworth** of the City of Hamilton,

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of part of Lots 31 and 32, Concession 3, formerly in the Geographic Township of Saltfleet, now in the City of Hamilton, containing 7.812 hectares (19.66 acres), shown as Parts 1, 2, 3 and 4 on Plan 62R-12235. Subject parcels are located along the northerly limit of King Street East, west of Pottruff Road.

at the price of EIGHTY-THREE THOUSAND EIGHT HUNDRED---------- DOLLARS ($83,800.00) of lawful money of Canada, payable as follows:-

(a) The balance of the purchase price namely EIGHTY-THREE THOUSAND EIGHT HUNDRED---------- ---------- DOLLARS ($83,800.00) with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 17th day of November 1992, by a letter mailed or delivered to the Purchaser at c/o Rand Roszell, Commissioner and Corporate Counsel, Legal Services Department, 1 James Street South, 8th Floor, Hamilton, Ontario, L8P 4R5.

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be CLOSED ON OR BEFORE THE 12th day of January, 1993.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at the City of Hamilton this 13th day of October 1992.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

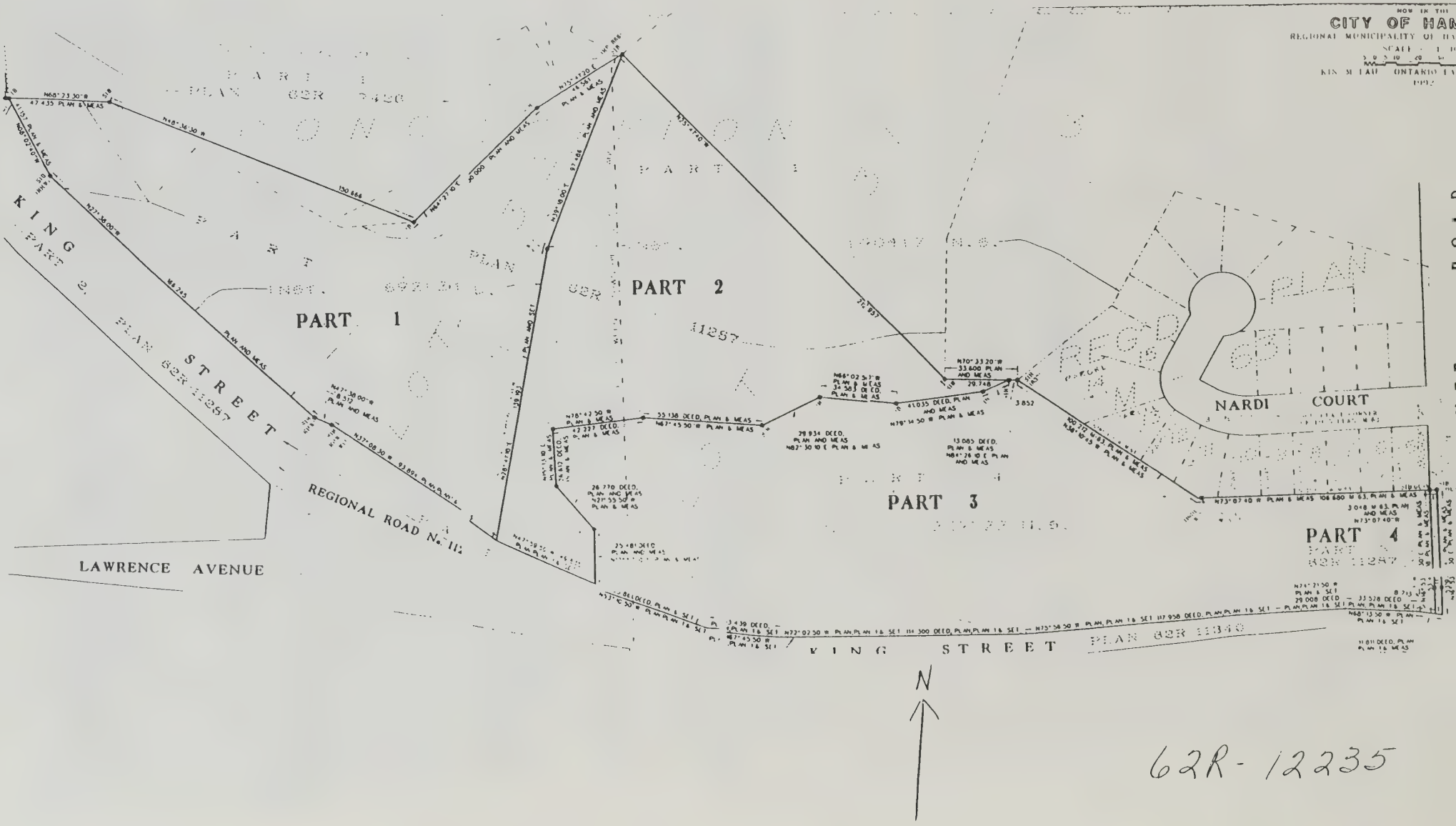
SIGNED, SEALED AND DELIVERED)
in the presence of) _____ (Seal)
) CHAIRMAN
) _____ (Seal)
Approved as to form) CLERK
Legal Services) _____ (Seal)
) COMMISSIONER OF FINANCE

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

92/04/16

OFFICE OF THE CLERK
APPROVED BY COUNCIL
DATE October 6/92
REPORT 13-92 ITEM 10 TSC
INTL. pb YEAR/FILE 92-602


PART 1
PART 2
PART 3
PART 4
KING STREET
REGIONAL ROAD No. 11
LAWRENCE AVENUE
NARDI COURT
PLAN 62R-11257
PLAN 62R-11340
N
62R-12235

OFFER TO PURCHASE

I/We **The Regional Municipality of Hamilton Wentworth** of the City of Hamilton,

in the Regional Municipality of Hamilton-Wentworth,

hereinafter called the Purchaser,

hereby agree to and with THE CORPORATION OF THE CITY OF HAMILTON,

hereinafter called the Vendor,

to purchase all and singular that certain parcel or tract of land and premises situate in the City of Hamilton in the Regional Municipality of Hamilton-Wentworth and being composed of **part of the closed road allowance between Concession 6 and 7, formerly in the Geographic Township of Barton, now in the City of Hamilton, containing 0.418 hectare (1.03 acres), shown as Parts 2, 3 and 7 on Plan 62R-11800.**

at the price of **ONE HUNDRED AND FORTY-EIGHT THOUSAND**---------- DOLLARS ($148,000.00) of lawful money of Canada, payable as follows:-

(a) The balance of the purchase price namely **ONE HUNDRED AND FORTY-EIGHT THOUSAND**---------- ---------- DOLLARS ($148,000.00)

with interest as hereinafter provided, and subject to adjustments, by certified cheque on the closing of this transaction.

Provided that this Offer to Purchase is subject to the following conditions:-

1. This Offer shall be irrevocable by the Purchaser and may be accepted by the Vendor up to but not after the 17th day of November 1992, by a letter mailed or delivered to the Purchaser at c/o Rand Roszell, Commissioner and Corporate Counsel, Legal Services Department, 1 James Street South, 8th Floor, Hamilton, Ontario, L8P 4R5.

2. In the event that this Offer is not accepted, this Offer and everything herein contained shall be null and void and no longer binding upon any of the parties hereto and the deposit shall be returned by the Vendor without interest and the Vendor shall not be liable for any damages or costs.

3. In the event of and upon the acceptance of this Offer, this Offer and the letter of acceptance shall be a binding contract of purchase and sale and shall be completed in accordance with the terms hereof.

4. The title is good and free from all encumbrance, except as to any registered restrictions or covenants.

5. The Purchaser is not to call for the production of any title deeds, abstract or evidence of title except such as are in the possession of the Vendor.

6. The Purchaser is to be allowed thirty days from the date of acceptance of such Offer to examine the title at his own expense. If within that time any valid objection to title is made in writing to the Vendor, or its Solicitor, which the Vendor shall be unable or unwilling to remove and which the Purchaser will not waive, the contract arising out of the acceptance of this Offer shall, notwithstanding any intermediate acts or negotiations in respect of such objections, be null and void and all monies shall be returned by the Vendor without interest and it shall not be liable for any damages or costs. Save as to any valid objection so made within such time the Purchaser shall be conclusively deemed to have accepted the title of the Vendor to the real property.

7. This transaction shall be closed sixty (60) days after the enactment of a by-law to sell the closed road allowance shown as Parts 2, 3 and 7 on Plan 62R-11800.

8. On the closing of this transaction, the Vendor will convey the said lands to the Purchaser by a good and sufficient deed thereof in fee simple, free and clear of dower rights and all encumbrances, except as to any registered restrictions or covenants, and shall deliver vacant possession of the said lands to the Purchaser free of all tenancies.

9. The Purchaser shall assume taxes, local improvements, water and sewer rates from the date set out in paragraph 7 hereof.

10. Pending completion of this transaction, the Vendor will hold all fire insurance policies and the proceeds thereof in trust for the parties hereto as their interests may appear and in the event of damage to the said premises the Purchaser may either take the proceeds of the insurance, if any, and complete the purchase or may cancel this Offer whether accepted or not and have all monies theretofore paid returned without interest.

11. The deed or transfer is to be prepared at the expense of the Vendor. If the Vendor is a Trustee the deed or transfer is to contain trustee covenants only.

12. This agreement and its acceptance is to be read with all changes of gender or number required by the context.

13. In the event of failure of the Purchaser to complete this transaction by the date set out in paragraph 7 hereof, the deposit shall be forfeited to the Vendor as liquidated damages, in addition to any other right or remedy to which the Vendor may be entitled hereunder.

14. Any tender of documents or money may be made upon the parties hereto or their solicitors or agents and shall be either by cash or certified cheque or in the case of payment by the City, by means of the City's uncertified cheque.

15. It is understood and agreed that if the said land is within a redevelopment area, the closing of this transaction is conditional upon the approval of the Minister of Municipal Affairs and Housing under The Planning Act. It is also understood and agreed that if the said land is within an urban renewal area, the closing of this transaction is conditional upon the approval of Canada Mortgage and Housing Corporation.

Time shall be of the essence of this Agreement, which shall enure to the benefit of and be binding upon the Purchaser, his heirs, executors, administrators, successors and assigns, and shall enure to the benefit of and be binding upon the Vendor, its successors and assigns.

DATED at the City of Hamilton this 13th day of October 1992.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

SIGNED, SEALED AND DELIVERED)
in the presence of)

Approved as to form
Legal Services

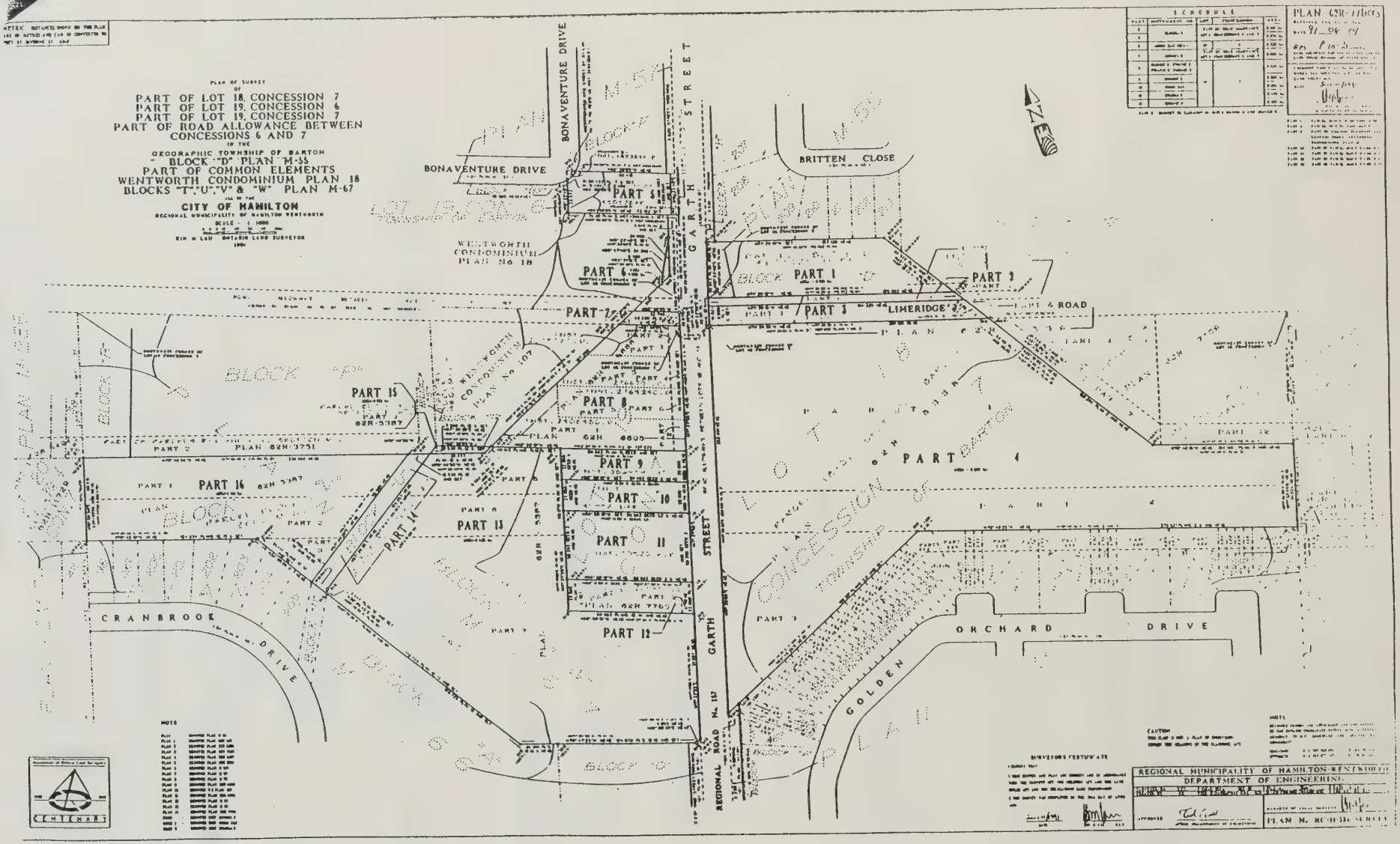
) _____ (Seal)
CHAIRMAN
) _____ (Seal)
CLERK
) _____ (Seal)
COMMISSIONER OF FINANCE

Name of Purchaser's Solicitor _____

Address of Purchaser's Solicitor _____

92/04/16

OFFICE OF THE CLERK
APPROVED BY COUNCIL
DATE October 6/92
REPORT 13-92 ITEM 22c)TSC
INTL. pb YEAR/FILE 92-604


PLAN OF SURVEY
OF
PART OF LOT 18, CONCESSION 7
PART OF LOT 19, CONCESSION 6
PART OF LOT 19, CONCESSION 7
PART OF ROAD ALLOWANCE BETWEEN
CONCESSIONS 6 AND 7
IN THE
GEOGRAPHIC TOWNSHIP OF BARTON
- BLOCK "D" PLAN M-55
PART OF COMMON ELEMENTS
WENTWORTH CONDOMINIUM PLAN 18
BLOCKS "T","U","V" & "W" PLAN M-67
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF HAMILTON WENTWORTH
SCALE 1 : 1000
ERIN M. LAU ONTARIO LAND SURVEYOR
1991
BONAVENTURE DRIVE
BRITTEN CLOSE
GARTH STREET
WENTWORTH CONDOMINIUM PLAN No 18
PART 1
PART 2
PART 3
PART 4
PART 5
PART 6
PART 7
PART 8
PART 9
PART 10
PART 11
PART 12
PART 13
PART 14
PART 15
PART 16
LIMERIDGE ROAD
CRANBROOK DRIVE
ORCHARD DRIVE
GOLDEN
REGIONAL ROAD No. 157
CONCESSION
BLOCK "D"
BLOCK "T"
BLOCK "U"
BLOCK "V"
BLOCK "W"
PLAN 62M-3751
PLAN 62M-3807
PLAN 62M-3769
SCHEDULE
PLAN 62R-11603
CENTENARY
REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

5.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 28

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: **Restructuring - Streets and Sanitation Divisions**
(92.0511.00)

RECOMMENDATION:

A. That the following complement adjustments occur in the Department of Public Works:

Superintendent of Streets and Sanitation	(1 F.T.E.)
Foremen/Woman I	(5 F.T.E.)
Total eliminated	(6 F.T.E.)
General Foreman/Woman	5 F.T.E.
Net Change	(1 F.T.E.)

B. That this restructuring be forwarded to the Finance and Administration Committee for its information.

D. LOBO
DIRECTOR OF PUBLIC WORKS

J. G. PAVELKA, P.ENG.
CHIEF ADMINISTRATIVE OFFICER

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

1 permanent full-time position will be eliminated.

Estimated savings range from $40,400 per year to $49,700 per year depending on the overtime presently earned by the 5 Foremen I.

BACKGROUND:

On November 30, 1992, Mr. H. Reinhold, one of the two Superintendents of Streets and Sanitation will retire after 33 years of service with the City of Hamilton.

The objective of this recommendation is to eliminate this superintendent's position and transfer the responsibilities to other existing positions within the Streets and Sanitation Divisions.

Simultaneously, this report through its recommendation also addresses an existing problem--the lack of academic training--by recommending an upgrading of the academic credentials of 5 foremen to 5 General Foremen (1 General Foremen for each of the 5 streets districts).

To minimize the disruption of this suggested change on the existing staff, it is also being recommended that the first 5 General Foremen appointed be grandfathered and not be required to obtain the Civil Engineering Technologists credentials required for the positions. However, certainly as the positions become available, the next generation of General Foremen will be required to have these academic qualifications.

The requirement to have these academic qualifications in addition to experience will raise the opportunities for Foremen II and Foremen III for advancement to the General Foremen's positions.

Traditionally the employee who has had the most seniority in years has been promoted to the "senior" foreman's position.

The Public Works Department has concluded that 1 of the 2 Superintendents of Streets and Sanitation's positions can be eliminated from the management level in Public Works by reassigning these responsibilities, as outlined below.

A. Incorporate the majority of the job responsibilities to the 5 existing Foremen I's (one Foreman I is responsible for each of the 5 different Streets Districts) and upgrading their job description to include the academic requirement of a Civil Engineering Technologist's Certificate.

   This upgrading from a Foreman I to a General Foreman will also take 5 positions out of Local 1041 (the Supervisory Union) so that they become non-union positions.

B. Transfer some responsibilities to the remaining Superintendent of Streets and Sanitation.

C. Transfer some responsibilities to the General Foreman of Sanitation.

Financial Considerations:

One senior management position--the Superintendent of Streets and Sanitation--would be eliminated.

SAVINGS	1. ANNUAL SALARY	$63,398.40
	2. ANNUAL TRUCK COSTS	7,000.00
	3. ANNUAL 2-WAY RADIO COSTS	300.00

With the concurrence of this reorganization by the Transport and Environment Committee, 3 job descriptions would be rewritten to transfer the responsibilities and potentially the existing salary levels could be upgraded. The following is only an estimate of this upgrading to reflect the potential costs:

POTENTIAL INCREASE IN ANNUAL SALARIES FOR:

1. SUPERINTENDENT OF STREETS AND SANITATION	$ 5,417.88	$ 5,417.88
2. GENERAL FOREMAN OF SANITATION	4,605.64	4,605.64
3. FOREMAN I INCREASE OVER 1991 $4,055.15 FOR 5 GENERAL FOREMEN	20,275.75	
INCREASE OVER 1990 $2,201.77 FOR 5 GENERAL FOREMEN		11,008.85
	$ 30,299.27	$ 21,032.37

NET SAVINGS	$ 70,698.40	$ 70,698.40
	- 30,299.27	- 21,032.37
	$ 40,399.13	$ 49,666.03

DL:jh

6.

CITY OF HAMILTON

-RECOMMENDATION -

DATE: October 7, 1992
S726-147 D. Christilaw

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **NEW WEST MOUNTAIN TWIN PAD ARENA/ CHEDMAC DRIVE SERVICING COSTS**

RECOMMENDATIONS:

1. That the estimated City's share of $263,475.00 for the proposed storm sewer works to be constructed in conjunction with the new West Mountain Twin Pad Arena off of Chedmac Drive be APPROVED;

2. That the Finance and Administration Committee recommend the source of funding for the costs related to the construction of this storm sewer.

3. That the Director of Real Estate be directed to obtain an Easement from Chedoke Hospital Corporation in favour of the Region for the portion of the proposed storm sewer which is to be constructed on the lands of the Chedoke Hospital Corporation.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL IMPLICATIONS

A 1650 mm diameter public storm sewer is required to be constructed in conjunction with the development of the new West Mountain Twin Pad Arena. The estimate to construct the required storm sewer is $398,475. Under the Region's cost sharing policy for oversized services, the Region will pay a portion of the costs for the proposed storm sewer. The estimated Region's share is $135,000. The City's share, which is $263,475, requires approval for the funding.

cont'd ...

NEW WEST MOUNTAIN TWIN PAD ARENA/CHEDMAC DRIVE SERVICING COSTS

The Finance and Administration Committee must recommend the source of funding for the City's costs associated with the proposed storm sewer works. These works are scheduled to be constructed in 1993.

For the information of the Committee, financing of the Region's share of the proposed storm sewer will have to be approved by Regional Council. At this time, funds are available within the Region's Storm Sewer Oversizing Capital Budget Account for expenditures associated with subdivision development. A report dealing with this matter will be forwarded to the Region's Transportation Services Committee and Regional Council in the very near future to obtain approval for the Region's portion ($135,000).

BACKGROUND

The proposed new West Mountain Twin Pad Arena is to be located on approximately 2.428 hectares (6 acres) of land obtained for $1.00 from the Chedoke Health Corporation in accordance with a land purchase agreement. The site will front on an extension of Chedmac Drive, along with a new public road running north from Chedmac Drive (approximately 80 metres) along the easterly side of the new West Mountain Twin Pad Arena site (see attached sketch). These new roadways will service both the new arena and the Chedoke Hospital lands. The construction of all municipal services on these two roads will form part of the arena project.

The proposed storm sewer will be extended from the existing storm sewer presently located on the hospital property, southerly over an easement to the new proposed street along the easterly limits of the new West Mountain Twin Pad Arena lands, and then up to Chedmac Drive to service lands to the south of Chedmac Drive and the arena site. The proposed storm sewer will be constructed in 1993 along with the scheduled road works. Chedoke Health Corporation is the owner of these lands and anticipate developing them in the future. Although a definite time frame for this development is not known, it could occur within two years. The Chedoke Health Corporation has requested the City to build the new proposed storm sewer now to provide the storm sewer outlet or give an undertaking to do so in the future.

Storm water systems for the arena site are being designed to flow partially to the north-west over the hospital lands and partially to the south-east to the existing storm sewers on Chedmac Drive. The existing storm sewers on Chedmac Drive are capable of handling the proposed flows from the arena site. However, storm drainage from lands south of Chedmac Drive which will be developed in the future could not be accommodated with the existing storm sewer systems.

cont'd ...

NEW WEST MOUNTAIN TWIN PAD ARENA/CHEDMAC DRIVE SERVICING COSTS

The existing portion of Chedmac Drive is scheduled to be resurfaced and a new portion is to be extended to the west and north in 1993 in conjunction with the development of the new West Mountain Twin Pad Arena site. There will also be a new road constructed along the easterly boundary of the arena site as described above.

It would be prudent to proceed with the construction of this storm sewer at this time and prior to the development of the lands to the south of Chedmac Drive for the following reasons:

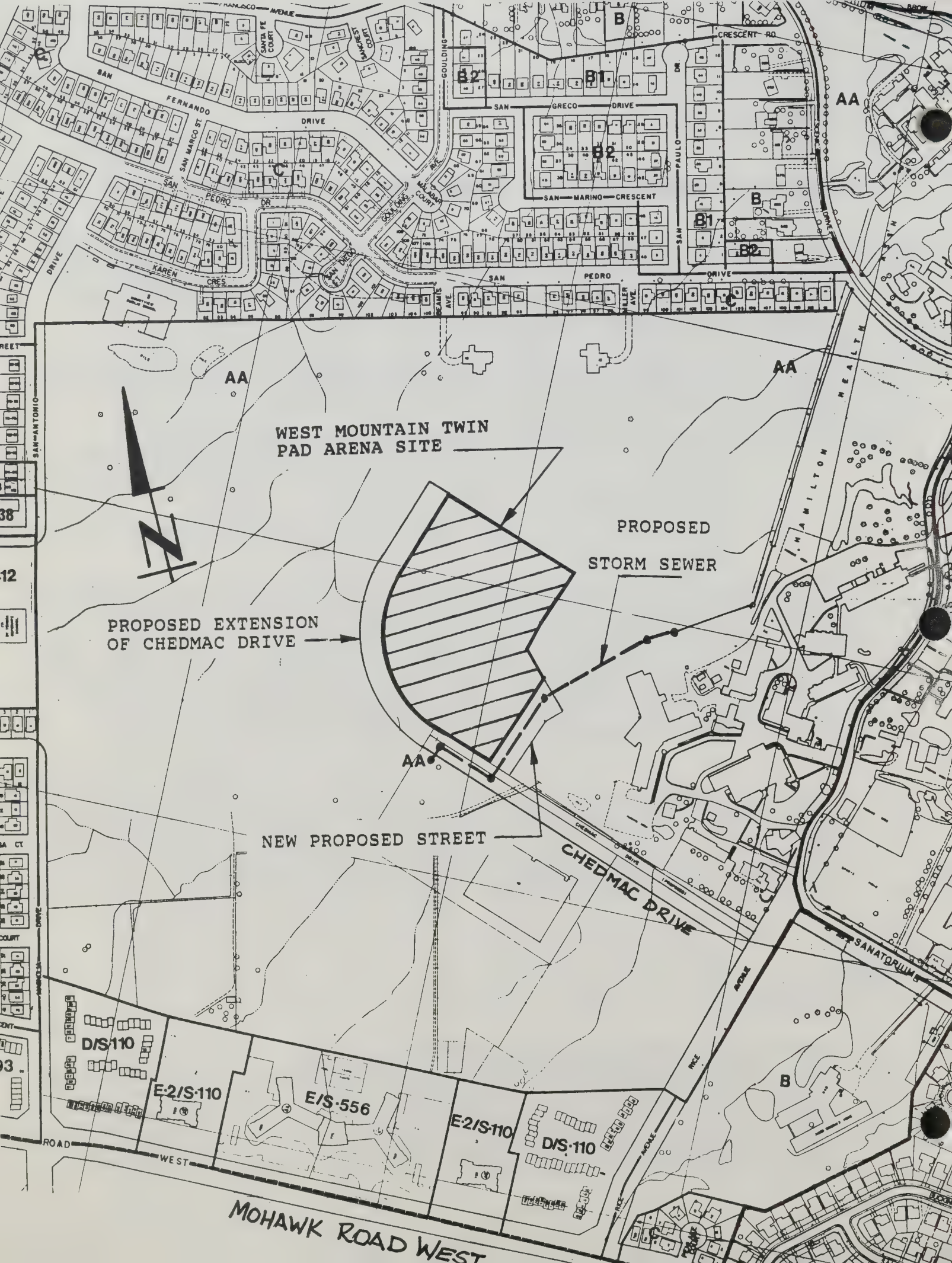
1) Current Regional and City policies generally require Developers to construct all municipal services, that are required adjacent to their lands at the time that their lands are developed, even when services are required for "up-stream" developments which may not proceed for some time. In this case, the City can be viewed as the Developer and all services should be completed when the arena is constructed.

2) Since the abutting roadways to the new West Mountain Twin Pad Arena site are to be constructed to full municipal standards, all underground services should be constructed at the same time. This will ensure that new roadway surfaces will not have to be torn up to install additional services that are necessary for abutting lands being developed in the near future. It will also be cheaper to install all required services during the initial construction period.

Also, in connection with the construction of the proposed storm sewer, the City will be required to secure an Easement from Chedoke Hospital Corporation in favour of the Region for a portion of the proposed storm sewer which is to be constructed outside of the road allowances and on the lands of Chedoke Hospital Corporation lands. Any costs associated with obtaining the easement will be borne by the City.

:dvc
encl.

cc: Councillor D. Ross, Chairman,
Finance and Administration Committee
cc: S. Reader, Secretary, Finance and Administration Committee
cc: A. C. Ross, City Treasury Department
cc: M. Watson, Property Department
cc: R. Meiers, Public Works Department
cc: D. Powers, City Law Department


WEST MOUNTAIN TWIN
PAD ARENA SITE
PROPOSED
STORM SEWER
PROPOSED EXTENSION
OF CHEDMAC DRIVE
NEW PROPOSED STREET
CHEDMAC DRIVE
MOHAWK ROAD WEST
SAN FERNANDO DRIVE
SAN PEDRO DR
SAN GRECO DRIVE
SAN MARINO CRESCENT
SAN PEDRO DRIVE
CRESCENT RD
SANATORIUM
HAMILTON HEALTH
AA
B
B1
B2
C
D/S·110
E·2/S·110
E/S·556
D/S·110

7(a)

CITY OF HAMILTON

- INFORMATION -

DATE: 1992 October 27
T102-12 L. Ryan

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1993-1997 CAPITAL BUDGET
ROADS DEPARTMENT

for E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Capital Budget package was prepared following the guidelines outlined by the City of Hamilton Treasury Department.

BACKGROUND:

The attached Capital Project Submission forms indicate the proposed Capital Budget Programmes for 1993-2002 for the Roads Department. All costs indicated are gross costs, exclusive of subsidy, etc. It may be noted that funding for the City's Share of Services Programme for the years 1997-2001 has decreased from last years submission.

1993-1997 Capital Budget, Roads Department

A new project has been included in this years submission - Railway Crossing Hi Rail Installation. Hi Rail installation upgrades the rail\road crossing surface and increases longevity and improves driver comfort. Currently this programme is included in the City's Current Budget, but would be deleted should approval be received for Capital contributions starting in 1997.

:lr

cc: A. Ross, City Treasurer
R. J. Whynott, Regional Chairman
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: 1993 City Share of Services Through Unsubdivided Lands
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Financing of the City's share for municipal services within residential subdivision developments.

4. DEPARTMENTAL PRIORITY ORDER: 1
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XX
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) 9
   (b) HEALTH/SAFETY/ENVIRONMENT 0
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT 0
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT 9
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR 9
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) 0
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) 0
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 1200000
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 1200000

10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 1200000
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No X Yes __
    (b) If no, the basis of assumptions Estimate based on those subdivision projects expected to proceed in 1993.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS _____
    (b) IN THE COMMUNITY 30
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ _____
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ _____

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Subdivision development would decline due to lack of essential road, sidewalk, water and sewer services.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes X ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 049.0
    (b) AT CITY'S COST OF $ 800000
    (c) SCHEDULED TO START IN THE YEAR 1993

J. Aston	
for *Signature of Department Head/ Local Board Manager*	*Signature of C.A.O*
19 Oct 92.	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: 1994 - 2002 City's Share of Services through Unsubdivided Lands
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Financing of the City's share for municipal services within residential subdivision developments.
4. DEPARTMENTAL PRIORITY ORDER: 2
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) 9
   (b) HEALTH/SAFETY/ENVIRONMENT 0
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT 0
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT 9
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR 9
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) 0
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) 0
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 12,557,000
   (b) LESS PROVINCIAL SUBSIDIES: $ ------
   (c) LESS OTHER RECEIPTS (Specify): _____ $ ----
   (d) NET CITY'S COST: $ 12,557,000

10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ 1,391,000
- 1994 $ 1,236,000	- 1999 $ 1,433,000
- 1995 $ 1,273,000	- 2000 $ 1,476,000
- 1996 $ 1,311,000	- 2001 $ 1,520,000
- 1997 $ 1,351,000	- 2002 $ 1,566,000

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Estimate based on the previous years costing.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS _____
    (b) IN THE COMMUNITY 314

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ _____
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ _____

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Subdivision development would decline due to lack of essential road, sidewalk, water and sewer services.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 050.0 & 052.0
    (b) AT CITY'S COST OF $ 17,336,000
    (c) SCHEDULED TO START IN THE YEAR 1994 - 2001

J. Aston
Signature of Department Head/ Local Board Manager

19 Oct 92
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Storm Management Project
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of a stormwater control dam south of Scenic Drive, west of Chateau Court to control the flow of Chedoke Creek and reduce the potential for flooding of Highway 403 and erosion of the Niagara Escarpment, subject to location and detail design, with public involvement process.

4. DEPARTMENTAL PRIORITY ORDER: 3
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XX
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) 3
   (b) HEALTH/SAFETY/ENVIRONMENT 7
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT 0
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) 4
   (e) ECONOMIC DEVELOPMENT 0
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR 6
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) 6
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) 4
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 145000
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 145000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ 145000
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No X Yes __
    (b) If no, the basis of assumptions Cost approved by the Manager of Environmental Planning

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS _____
    (b) IN THE COMMUNITY 4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ _____
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ _____

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

    Increased flooding potential and accelerated erosion of the escarpment face.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No XX Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

J. Alston

Signature of Department Head/ Local Board Manager

21 Sept 92
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Replacement of the Valley Inn Road Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Replacement of the Valley Inn Road Bailey Bridge which was placed temporarily over Gringstone Creek

4. DEPARTMENTAL PRIORITY ORDER: 4
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XXXX
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) 6
   (b) HEALTH/SAFETY/ENVIRONMENT 9
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT 3
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) 0
   (e) ECONOMIC DEVELOPMENT 0
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR 6
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) 9
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) 5
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): To be completed in 1992 _____
   (b) GROSS COST out of Current Funds $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1997
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 830,000
   (b) LESS PROVINCIAL SUBSIDIES: $ 382,000

   (c) LESS OTHER RECEIPTS (Specify): City of Burlington Funds $ 224,000

   (d) NET CITY'S COST: $ 224,000

10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ 224,000
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No X Yes __
    (b) If no, the basis of assumptions Estimate based on current crossing upgrading costs and the number of crossing presently reconstructed per year.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS _____
    (b) IN THE COMMUNITY 15

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ _____
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ _____

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Decreased rider safety and comfort as well as increased roadway maintenance costs.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No XX Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

S. Ashton
Signature of Department Head/ Local Board Manager

Signature of C.A.O

21 Sept 92
Date

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

7(b)

CITY OF HAMILTON

- INFORMATION -

DATE: 1992 October 29

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Capital Budget Submission - New Traffic Signals on City Roadways. [TEC-219-92]

Murray F. Main

BACKGROUND:

The following is a list of capital projects being submitted by the Traffic Department to the Management Team for consideration in the 1993 - 2002 provisional capital budget.

HLS/ca

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Traffic
2. PROJECT NAME: New Traffic Signal - 1993
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   The erection of one new traffic control signal at Centennial Drive and Arrowsmith Road. This location is associated with a new commercial development.
   A traffic signal provides safer and more efficient traffic flow. This translates to less fuel consumed, less air pollution produced and less person-time wasted at the intersection.
4. DEPARTMENTAL PRIORITY ORDER: 1 of 2
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) X
   (b) HEALTH/SAFETY/ENVIRONMENT X
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) X
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): 1993 September
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1993 December
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 72,000
   (b) LESS PROVINCIAL SUBSIDIES: $ 25,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 47,000
10. (a) YEAR OF EXPENDITURE:

- 1993 $ 47,000	- 1998 $ _____
- 1994 $ _____	- 1999 $ _____
- 1995 $ _____	- 2000 $ _____
- 1996 $ _____	- 2001 $ _____
- 1997 $ _____	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
    No X Yes __
    (b) If no, the basis of assumptions Existing costs for City and Regional signals installed in 1991 and 1992.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 0
    (b) IN THE COMMUNITY 0

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) 1993 December
    (b) GROSS COST (All Inclusive) $ 0
    (c) LESS RECOVERY/REVENUE $ 0
    (d) NET CITY'S COST $ 0
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan-Dec, 1994
    (f) GROSS COST (All Inclusive) $ 2000
    (g) LESS RECOVERY/REVENUE $ 1000
    (h) NET CITY'S COST $ 1000

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Potential reduction in motorist safety. Possible effects on development where a signal is part of a package to induce the development of a property.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No X Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) ___
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR ___

Murray F. Main
Signature of Department Head/ Local Board Manager

Signature of C.A.O

1992 Aug - 28
Date

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
    Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
    (i) ANNUAL DEBENTURE FINANCING COST: $ _____
    (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Traffic
2. PROJECT NAME: New Traffic Signals - 1994-2002
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:

   The erection of one new traffic control signal annually. Locations to be determined by need. While there has been no consistent pattern, an average of one new traffic signal has been installed on City jurisdiction roadways annually over the past several years. This trend will likely continue, based on increasing traffic volumes and development.

   A traffic signal installed at an appropriate location provides safer and more efficient traffic flow. This translates to less fuel consumed, less air pollution produced and less person-time wasted at the intersection.

4. DEPARTMENTAL PRIORITY ORDER: 2 of 2
5. NATURE OF PROJECT:
   - (a) MAINTENANCE OF AN EXISTING PROJECT _____
   - (b) HARD SERVICE X
   - (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   - (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) X
   - (b) HEALTH/SAFETY/ENVIRONMENT X
   - (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   - (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) X
   - (e) ECONOMIC DEVELOPMENT _____
   - (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   - (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) _____
   - (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   - (a) DATE (MONTH-YEAR): _____
   - (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR) (Year of O.M.B. approval): 1994 September
   - (b) PROJECT FINISHING DATE (MONTH-YEAR): 2002 December
9. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 744,000
   - (b) LESS PROVINCIAL SUBSIDIES: $ 260,000
   - (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   - (d) NET CITY'S COST: $ 484,000
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ 53,000
- 1994 $ 48,000	- 1999 $ 55,000
- 1995 $ 49,000	- 2000 $ 57,000
- 1996 $ 51,000	- 2001 $ 59,000
- 1997 $ 52,000	- 2002 $ 60,000

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
    No X Yes __
    (b) If no, the basis of assumptions Existing costs for City and Regional signals installed in 1991 and 1992.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 0
    (b) IN THE COMMUNITY 0

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) 1993 December
    (b) GROSS COST (All Inclusive) $ 0
    (c) LESS RECOVERY/REVENUE $ 0
    (d) NET CITY'S COST $ 0
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1994 December
    (f) GROSS COST (All Inclusive) $ 2000
    (g) LESS RECOVERY/REVENUE $ 1000
    (h) NET CITY'S COST $ 1000

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Potential reduction in motorist safety. Increased fuel comsumption, air pollution. Possible effects on development where a signal is part of a package to induce the development of a property.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes X ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 54.0
    (b) AT CITY'S COST OF $ 422,000
    (c) SCHEDULED TO START IN THE YEAR 1997

Murray F. Mori
Signature of Department Head/ Local Board Manager

1992 Aug. 28
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
    Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
    (i) ANNUAL DEBENTURE FINANCING COST: $ _____
    (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

7.(c)

CITY OF HAMILTON

- INFORMATION -

DATE: 1992 October 28

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: **Public Works Department**
Streets & Sanitation Division
1993 - 2002 Capital Budget (92.0302.00)

BACKGROUND:

The following is a list of Capital Projects being submitted by the Public Works Department - Streets & Sanitation Divisions to the Management Team for consideration in the ten (10) year Provisional Capital Budget (1993-2002).

D. Lobo
Director of Public Works

DL:jh
Attch.

c.c. Mr. N. Adhya, Manager of Budgets
Treasury Department

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Renovations to Ferguson Yard Staff Facilities Building
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   The existing facilities are a hazardous and unsafe due to age. The entire washroom and the stainless steel Bradley wash fountain needs replacement. All the clothes lockers are obsolete and do not lock. No ventilation is presently provided. A new mechanical ventilation system is planned. Tile flooring will be provided in both rooms.
4. DEPARTMENTAL PRIORITY ORDER: 1
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 106,600
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 106,600

10. (a) YEAR OF EXPENDITURE:

- 1993 $ 106,600	- 1998 $ _____
- 1994 $ _____	- 1999 $ _____
- 1995 $ _____	- 2000 $ _____
- 1996 $ _____	- 2001 $ _____
- 1997 $ _____	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No __ Yes x
    (b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) Jan., 1994
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1995
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    These two rooms have been declared unfit and unsafe by the Departmental Health & Safety Committee which could result in respiratory trouble for the employees who work at this location. The Ministry can close this facility. This will cause friction politically and publicly if we can't provide a service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
24th Sep 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Ferguson Yard - Phase 1
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To improve the present service to equipment for cost efficiency. Garage is too small with no grease pit and only one bay. Deemed unsafe under today's Health & Safety Standards. Due to increased Subdivision expansion, new equipment was purchased and has to be serviced efficiently to achieve productivity and to provide service.
4. DEPARTMENTAL PRIORITY ORDER: 2A
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1994
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 150,000
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 150,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ 150,000
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No __ Yes x
    (b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 3.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) Jan., 1996
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1997
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    This Depot will be closed due to unsafe operations. Very high operating costs due to space. Square footage is less than the number of pieces of equipment on site. Public service will not be provided efficiently.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 074
    (b) AT CITY'S COST OF $ 170,000
    (c) SCHEDULED TO START IN THE YEAR 1995

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
22nd Sep. 92.	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Ferguson Yard - Phase 2
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To improve the present service to equipment for cost efficiency. Garage is too small with no grease pit and only one bay. Deemed unsafe under today's Health & Safety Standards. Due to increased Subdivision expansion, new equipment was purchased and has to be serviced efficiently to achieve productivity and to provide service.
4. DEPARTMENTAL PRIORITY ORDER: 2B
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE
   (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation)
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure)
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 170,000
   (b) LESS PROVINCIAL SUBSIDIES: $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 170,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ 170,000
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No __ Yes x
    (b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 3.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) Jan., 1996
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1997
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    This Depot will be closed due to unsafe operations. Very high operating costs due to space. Square footage is less than the number of pieces of equipment on site. Public service will not be provided efficiently.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 074
    (b) AT CITY'S COST OF $ 170,000
    (c) SCHEDULED TO START IN THE YEAR 1995

_____	_____
Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
22nd Sep. 92.	_____
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Motor Vehicle Requirements - Signals and Hoists
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Supply and install flashing arrow boards and hoists on various vehicles. The flashing arrows are an M.T.O. mandate and a safety factor. The hoists are also needed for safety reasons relative loading items in excess of 70lbs.
4. DEPARTMENTAL PRIORITY ORDER: 3
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 54,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 54,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 54,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Purchase of Equipment - Fleet Services

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 1.0
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) May, 1993
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1994
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    The flashing equipment is mandatory by the M.T.O. and reflects with the Safety aspects of Bill 70. The hoists are necessary for Health & Safety Regulations.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Doug Gray

Signature of Department Head/ Local Board Manager

92-09-22
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Motor Vehicle Requirements - Signals and Hoists
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Supply and install 3 flashing arrow boards and 5 hoists on various vehicles. The flashing arrows are an M.T.O. mandate and a safety factor. The hoists are also needed for safety reasons relative loading items in excess of 70lbs.
4. DEPARTMENTAL PRIORITY ORDER: 4
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December, 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 194,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 194,000
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ _____
- 1994 $ _____	- 1999 $ 64,000
- 1995 $ _____	- 2000 $ _____
- 1996 $ 60,000	- 2001 $ _____
- 1997 $ _____	- 2002 $ 70,000

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Purchase of Equipment - Fleet Services

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) May, 1996
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1997
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    The flashing equipment is mandatory by the M.T.O. and reflects with the Safety aspects of Bill 70. The hoists are necessary for Health & Safety Regulations.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes __ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Approved. Doug Gaynor

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
92-09-22	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Equipment - New Subdivision Expansion
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide two 3/4 ton vehicle for supervision of the Crack Sealing and Sidewalk Grinder crews, using a lead hand. This is provided for in the expanded program in roads classed as now deficient but still have a structure and can be saved for another five years. Crack Sealing is one activity placed high in priority by M.T.O.
4. DEPARTMENTAL PRIORITY ORDER: 5
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): June, 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 50,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 50,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 50,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Purchase of equipment will be done through Fleet Services. (In-house)
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 2
    (b) IN THE COMMUNITY 1
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) June, 1993
    (b) GROSS COST (All Inclusive) $ 20,000.
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ 20,000
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1994
    (f) GROSS COST (All Inclusive) $ 23,000.
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ 23,000.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    If preventative maintenance is not carried out, the cost of reconstruction for roads would increase. However, if the program is followed mega dollars will be saved on reconstruction of City roads.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

_____	_____
Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 28th 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Fencing at Ravine Lands & Clean up
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Illegal Dumping of Materials has been occuring at the rear of 350 Nash Rd. N. The Corporation, together with Police Department, have not been successful in catching the offenders. A clean up and fencing is required. This dumping is environmentally unsafe for area residents. Political uproar.
4. DEPARTMENTAL PRIORITY ORDER: 6
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): April 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): June 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 125,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 125,000
10. (a) YEAR OF EXPENDITURE:

- 1993 $ 125,000	- 1998 $ _____
- 1994 $ _____	- 1999 $ _____
- 1995 $ _____	- 2000 $ _____
- 1996 $ _____	- 2001 $ _____
- 1997 $ _____	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Public Works Staff is to do the Clean up or a Contractor, plus a fence has to be erected.*
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS * {_____
    (b) IN THE COMMUNITY { 2.5
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) June, 1993
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ nil
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1994
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ nil

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    The Ministry of the Environment has issued a request for clean up because of the environmental concerns. If we do not clean up, an Order to Comply will be issued. There has been a high volume of complaints from the area residents and Ward Aldermen demanding clean up.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

_____ _____
Signature of Department Head/ Local Board Manager *Signature of C.A.O*

22nd Sep 92. _____
Date Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Upgrading of Maintenance Depots to do oil chip and penetration (Surface Treatment). Adjust and spike bumper blocks (Arenas). Adjust Catch Basin frames. Construct concrete ramps (Recreation Centres). See attached.

4. DEPARTMENTAL PRIORITY ORDER: 7A
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE x
   (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) x
   (b) HEALTH/SAFETY/ENVIRONMENT
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec. 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 50,000.
   (b) LESS PROVINCIAL SUBSIDIES: $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 50,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 50,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Public Works. All construction work will be accomplished in-house.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS * I FTE but using existing staff *
    (b) IN THE COMMUNITY NIL

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	May, 1993
(b)	GROSS COST (All Inclusive)	$
(c)	LESS RECOVERY/REVENUE	$
(d)	NET CITY'S COST	$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	Jan., 1994
(f)	GROSS COST (All Inclusive)	$
(g)	LESS RECOVERY/REVENUE	$
(h)	NET CITY'S COST	$ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Existing infrastructure will not be maintained which may cause pot holes & road failure. Water ponding will occur due to catch basins not working. Costly liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 072
    (b) AT CITY'S COST OF $ 50,000.
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92.	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Upgrading of Maintenance Depots to do oil chip and penetration (Surface Treatment). Adjust and spike bumper blocks (Arenas). Adjust Catch Basin frames. Construct concrete ramps (Recreation Centres). See attached.

4. DEPARTMENTAL PRIORITY ORDER: 7B
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: x
   (c) SOFT SERVICE: _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): x
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR) (Year of O.M.B. approval): May, 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec. 2002
9. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 450,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 450,000
10. (a) YEAR OF EXPENDITURE:
    - 1993 $ _____
    - 1994 $ 50,000.
    - 1995 $ 50,000.
    - 1996 $ 50,000.
    - 1997 $ 50,000.
    - 1998 $ 50,000.
    - 1999 $ 50,000.
    - 2000 $ 50,000.
    - 2001 $ 50,000.
    - 2002 $ 50,000.

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Public Works. All construction work will be accomplished in-house.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 9 FTE's
    (b) IN THE COMMUNITY No

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Existing infrastructure will not be maintained which may cause pot holes & road failure. Water ponding will occur due to catch basins not working. Costly liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 072
    (b) AT CITY'S COST OF $ 50,000./YR
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep. 22 wd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 1994 this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: 8A
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: _____
   (c) SOFT SERVICE: _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): _____
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR) (Year of O.M.B. approval): May, 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1994
9. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 120,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 120,000.
10. (a) YEAR OF EXPENDITURE:
    - 1993 $ _____
    - 1994 $ 120,000.
    - 1995 $ _____
    - 1996 $ _____
    - 1997 $ _____
    - 1998 $ _____
    - 1999 $ _____
    - 2000 $ _____
    - 2001 $ _____
    - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 1994
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1995
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ 10,000.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Regular service now provided in 12 hrs. will be delayed to 18 hrs. increasing the time taken to clear snow from streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No * Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 075
    (b) AT CITY'S COST OF $ 120,000
    (c) SCHEDULED TO START IN THE YEAR 1994

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92.	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 1998 this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: 8C
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1998
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 130,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 130,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ 130,000
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.7
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 1998
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1999
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ 10,000.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Regular service now provided in 12 hrs. will be delayed to 18 hrs. increasing the time taken to clear snow from streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 97	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 2000 this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: 8D
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 2000
   (b) PRCJECT FINISHING DATE (MONTH-YEAR): July, 2000
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 135,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 135,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ 135,000
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.8

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 2000
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 2001
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ 10,000.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Regular service now provided in 12 hrs. will be delayed to 18 hrs. increasing the time taken to clear snow from streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sept 22nd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 2002 this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in subdivisions. In the summer this unit will revert to a dump truck for service.
4. DEPARTMENTAL PRIORITY ORDER: 8E
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE
   (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation)
   (b) HEALTH/SAFETY/ENVIRONMENT
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 2002
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 140,000.
   (b) LESS PROVINCIAL SUBSIDIES: $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 140,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ 140,000

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will order equipment.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 2002
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 2003
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ 10,000.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Regular service now provided in 12 hrs. will be delayed to 18 hrs. increasing the time taken to clear snow from streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To expand snow clearing service and accommodated subdivision expansion in order to eliminate windrows of snow in front of driveways and to clear snow from various catchbasins which will eliminate flooding and snow build up at crosswalks. Snow has to be blown once the windrow is 3 feet wide for safety.
4. DEPARTMENTAL PRIORITY ORDER: 9
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Sept. 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 125,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 125,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 125,000
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.8

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) May, 1993
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1994
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Hazardous road conditions for motorists. Lane closures. Flooding. Public Anger. Political disagreement. Liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 073
    (b) AT CITY'S COST OF $ 125,000.
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 23rd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To expand snow clearing service and accommodated subdivision expansion in order to eliminate windrows of snow in front of driveways and to clear snow from various catchbasins which will eliminate flooding and snow build up at crosswalks. Snow has to be blown once the windrow is 3 feet wide for safety.
4. DEPARTMENTAL PRIORITY ORDER: 9A
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Sept. 1994
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 135,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 135,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ 135,000
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.8
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) May, 1994
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1995
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Hazardous road conditions for motorists. Lane closures. Flooding. Public Anger. Political disagreement. Liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 073
    (b) AT CITY'S COST OF $ 135,000.
    (c) SCHEDULED TO START IN THE YEAR 1994

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To expand snow clearing service and accommodated subdivision expansion in order to eliminate windrows of snow in front of driveways and to clear snow from various catchbasins which will eliminate flooding and snow build up at crosswalks. Snow has to be blown once the windrow is 3 feet wide for safety.
4. DEPARTMENTAL PRIORITY ORDER: 9B
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE
   (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation)
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Sept. 1995
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 140,000.
   (b) LESS PROVINCIAL SUBSIDIES: $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 140,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ 140,000
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 2.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) May, 1995
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1996
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Hazardous road conditions for motorists. Lane closures. Flooding. Public Anger. Political disagreement. Liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 073
    (b) AT CITY'S COST OF $ 140,000.
    (c) SCHEDULED TO START IN THE YEAR 1995

    Signature of Department Head/ Local Board Manager — *Signature of C.A.O*

    Sep 22nd 92. — Date

    Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Snow Blowers Mounted
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To expand snow clearing service and accommodated subdivision expansion in order to eliminate windrows of snow in front of driveways and to clear snow from various catchbasins which will eliminate flooding and snow build up at crosswalks. Snow has to be blown once the windrow is 3 feet wide for safety.
4. DEPARTMENTAL PRIORITY ORDER: 9C
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE
   (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation)
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Sept. 1996
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 145,000.
   (b) LESS PROVINCIAL SUBSIDIES: $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 145,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ 145,000
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 3.0

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) May, 1996
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1997
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Hazardous road conditions for motorists. Lane closures. Flooding. Public Anger. Political disagreement. Liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 073
    (b) AT CITY'S COST OF $ 145,000.
    (c) SCHEDULED TO START IN THE YEAR 1996

Signature of Department Head/ Local Board Manager

Sep 22nd 92
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Brampton Street Yard Construction
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Present Quanset structure is not equipped to service the requirements for today's equipment. There is no grease pit, washing area or bathroom facilities. Due to the height of the building it is impossible to get the required equipment in for efficient service. The drainage and electrical service are not up to stardard.
4. DEPARTMENTAL PRIORITY ORDER: 10
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE
   (c) SOFT SERVICE
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation)
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure)
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements)
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec., 1998
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 1,050,000
   (b) LESS PROVINCIAL SUBSIDIES: $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 1,050,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $
   - 1994 $
   - 1995 $
   - 1996 $
   - 1997 $ 500,000
   - 1998 $ 550,000
   - 1999 $
   - 2000 $
   - 2001 $
   - 2002 $

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No __ Yes x
    (b) If no, the basis of assumptions _____

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 21.4

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) Jan., 1999
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) 2000
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Due to the expansion in Subdivisions additional equipment has been purchased. The equipment has to be serviced efficiently to be mobile for production. The existing facility does not have the capability of providing this type of service. The Shop is unsafe and costly to operate.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 078
    (b) AT CITY'S COST OF $ 500,000 + 550,000
    (c) SCHEDULED TO START IN THE YEAR 1997

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92.	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Subdivision Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly Mechanical Street Sweeping in new subdivisions to accommodate the extra 67 Kilometres of roadway which will be added to the System by 1995.
4. DEPARTMENTAL PRIORITY ORDER: 11A
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: _____
   (c) SOFT SERVICE: _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): _____
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR) (Year of O.M.B. approval): May, 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July 1, 1995
9. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 180,000
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 180,000
10. (a) YEAR OF EXPENDITURE:
    - 1993 $ _____
    - 1994 $ _____
    - 1995 $ 180,000
    - 1996 $ _____
    - 1997 $ _____
    - 1998 $ _____
    - 1999 $ _____
    - 2000 $ _____
    - 2001 $ _____
    - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 1
    (b) IN THE COMMUNITY 3.7

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 1995
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL

    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1996
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new subdivisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 077
    (b) AT CITY'S COST OF $ 170,000 (Note: increase)
    (c) SCHEDULED TO START IN THE YEAR May 1995

Signature of Department Head/ Local Board Manager

Sep 22nd 92.
Date

Signature of C.A.O

Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Subdivision Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly Mechanical Street Sweeping in new subdivisions to accommodate the extra 67 Kilometres of roadway which will be added to the System by 1998.
4. DEPARTMENTAL PRIORITY ORDER: 11B
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July 1, 1998
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 200,000
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 200,000

10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ 200,000
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 1
    (b) IN THE COMMUNITY 4.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 1998
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL

    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1999
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new subdivisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22-98 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Subdivision Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly Mechanical Street Sweeping in new subdivisions to accommodate the extra 67 Kilometres of roadway which will be added to the System by 2001.
4. DEPARTMENTAL PRIORITY ORDER: 11C
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: _____
   (c) SOFT SERVICE: _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): _____
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR) (Year of O.M.B. approval): May, 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July 1, 1998
9. (a) GROSS COST OF PROJECT IN YEAR-OF-START DOLLARS: $ 220,000
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 220,000
10. (a) YEAR OF EXPENDITURE:
    - 1993 $ _____
    - 1994 $ _____
    - 1995 $ _____
    - 1996 $ _____
    - 1997 $ _____
    - 1998 $ _____
    - 1999 $ _____
    - 2000 $ _____
    - 2001 $ 220,000
    - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Services will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 1
    (b) IN THE COMMUNITY 4.5

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 2001
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL

    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 2001
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new subdivisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

_____	_____
Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92.	_____
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Refuse Packer - 25 yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to new subdivision in the City of Hamilton. About 1,500 new houses will be added to the House stock by 1995.
4. DEPARTMENTAL PRIORITY ORDER: 12A
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1995
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 140,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 140,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ _____
- 1994 $ _____	- 1999 $ _____
- 1995 $ 140,000.	- 2000 $ _____
- 1996 $ _____	- 2001 $ _____
- 1997 $ _____	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Service will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 2
    (b) IN THE COMMUNITY 2.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 1995
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1996
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 076
    (b) AT CITY'S COST OF $ 140,000
    (c) SCHEDULED TO START IN THE YEAR May 1995

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Refuse Packer - 25 yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to new subdivisions in the City of Hamilton. We anticipate that about 1,500 new houses will be added to the House stock by 1998.
4. DEPARTMENTAL PRIORITY ORDER: 12B
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 1998
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 200,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 200,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ 200,000
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Service will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 2
    (b) IN THE COMMUNITY 4.1

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 1998
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1999
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Will not be able to accommodate the added volume of household garbage anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 97	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Refuse Packer - 25 yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to new subdivisions in the City of Hamilton. We anticipate that about 1,500 new houses will be added to the House stock by 2002.
4. DEPARTMENTAL PRIORITY ORDER: 12C
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 2002
   (b) PROJECT FINISHING DATE (MONTH-YEAR): July, 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ _____
   (b) LESS PROVINCIAL SUBSIDIES: $ 220,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 220,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ _____
- 1994 $ _____	- 1999 $ _____
- 1995 $ _____	- 2000 $ _____
- 1996 $ _____	- 2001 $ _____
- 1997 $ _____	- 2002 $ 220,000

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Fleet Service will purchase.

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS 2
    (b) IN THE COMMUNITY 4.9

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) July, 2002
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 2003
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    Will not be able to accommodate the added volume of household garbage anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ___ ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) _____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works, Streets Division
2. PROJECT NAME: Construction - Queen Street Steps
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   The replacement of existing vandalized wooden steps from Dundurn Street South to Garth Street on the Queen Street Hill with lighted, galvanized-steel steps.
   Purpose: To reduce maintenance and repair costs.
4. DEPARTMENTAL PRIORITY ORDER: 13
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT x
   (b) HARD SERVICE _____
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): May, 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Nov., 1997
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 700,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 700,000
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ 700,000.
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions Public Works/Engineering to call Tender

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY 14.3

13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) Dec., 1997
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) Jan., 1998
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
    There is a continuous high degree of vandalism which includes the removal of steps, railings and supports.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1992-2001 Capital Budget) 069
    (b) AT CITY'S COST OF $ 600,000. NB. INCREASE
    (c) SCHEDULED TO START IN THE YEAR 1997

Signature of Department Head/ Local Board Manager	*Signature of C.A.O*
Sep 22nd 92	
Date	Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1993 Reconstruction Programme**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.
4. DEPARTMENTAL PRIORITY ORDER: 1
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 7,000,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 2,247,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 4,753,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ 4,753,000.	- 1998 $ _____
- 1994 $ _____	- 1999 $ _____
- 1995 $ _____	- 2000 $ _____
- 1996 $ _____	- 2001 $ _____
- 1997 $ _____	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these facilities will be in a hazardous state. Maintenance demand will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 64.0 & 65.0
    (b) AT CITY'S COST OF $ 4,753,000.
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1994-1997 Reconstruction Programme**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.
4. DEPARTMENTAL PRIORITY ORDER: 2
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1997
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 35,595,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 11,393,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 24,202,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ _____
- 1994 $ 4,769,000.	- 1999 $ _____
- 1995 $ 6,785,000.	- 2000 $ _____
- 1996 $ 6,800,000.	- 2001 $ _____
- 1997 $ 5,848,000.	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these facilities will be in a hazardous state. Maintenance demand will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 64.0 & 65.0, 68.0 (part)
    (b) AT CITY'S COST OF $ 24,202,000.
    (c) SCHEDULED TO START IN THE YEAR 1994 to 1997

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1998-2002 Reconstruction Programme**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.
4. DEPARTMENTAL PRIORITY ORDER: 3
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): /
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 44,320,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 14,183,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 30,137,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ 5,899,000.
   - 1999 $ 5,950,000.
   - 2000 $ 6,001,000.
   - 2001 $ 6,052,000.
   - 2002 $ 6,235,000.

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these facilities will be in a hazardous state. Maintenance demand will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes _x_ ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 68.0 (part)
    (b) AT CITY'S COST OF $ 30,137,000.
    (c) SCHEDULED TO START IN THE YEAR 1998 to 2002

Signature of Department Head/ Local Board Manager
1992 October 22
Date

Signature of C.A.O
OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1993 City's Share of Locals (Residential)**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's Share of local improvements for 1993 (construction of roads, curbs, sidewalks and alleys in residential areas).
4. DEPARTMENTAL PRIORITY ORDER: 4
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 600,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 192,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 408,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 422,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of now deficient works will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 63.0
    (b) AT CITY'S COST OF $ 408,000.
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1994-1997 City's Share of Locals (Residential)**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's Share of local improvements for 1993 (construction of roads, curbs, sidewalks and alleys in residential areas).
4. DEPARTMENTAL PRIORITY ORDER: 5
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1997
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 2,715,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 870,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 1,845,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ 435,000.
   - 1995 $ 449,000.
   - 1996 $ 462,000.
   - 1997 $ 476,000.
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of now deficient works will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 63.0 & 67.0 (part)
    (b) AT CITY'S COST OF $ 1,845,000.
    (c) SCHEDULED TO START IN THE YEAR 1994 to 1997

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1998-2002 City's Share of Locals (Residential)**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's Share of local improvements for 1998-2002 (construction of roads, curbs, sidewalks and alleys in residential areas).
4. DEPARTMENTAL PRIORITY ORDER: 6
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 4,210,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 1,349,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 2,861,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ 520,000.
   - 1999 $ 546,000.
   - 2000 $ 573,000.
   - 2001 $ 602,000.
   - 2002 $ 620,000.

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of now deficient works will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 67.0 (part)
    (b) AT CITY'S COST OF $ 2,861,000.
    (c) SCHEDULED TO START IN THE YEAR 1998 to 2002

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1993 Owner's Share of Locals (Residential)**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's Share of local improvements for 1993 (construction of roads, curbs, sidewalks and alleys in residential areas).
4. DEPARTMENTAL PRIORITY ORDER: 7
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 680,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 219,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 461,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 461,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of now deficient works will increase along with maintenance demand.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes _x_ ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 163.0
    (b) AT CITY'S COST OF $ 461,000.
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1994-1997 Owner's Share of Locals (Residential)**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's Share of local improvements for 1994-1997 (construction of roads, curbs, sidewalks and alleys in residential areas).
4. DEPARTMENTAL PRIORITY ORDER: 8
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1997
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 3,060,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 977,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 2,083,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ _____
   - 1994 $ 484,000.
   - 1995 $ 507,000.
   - 1996 $ 533,000.
   - 1997 $ 559,000.
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of now deficient works will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes _x_ ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 163.0 & 164.0 (part)
    (b) AT CITY'S COST OF $ 2,083,000.
    (c) SCHEDULED TO START IN THE YEAR 1994 to 1997

Signature of Department Head/ Local Board Manager
1992 October 22
Date

Signature of C.A.O
OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1998-2002 Owner's Share of Locals (Residential)**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's Share of local improvements for 1998-2002 (construction of roads, curbs, sidewalks and alleys in residential areas).
4. DEPARTMENTAL PRIORITY ORDER: 9
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 4,755,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ 1,524,000.R.S.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 3,231,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ 588,000.
- 1994 $ _____	- 1999 $ 617,000.
- 1995 $ _____	- 2000 $ 648,000.
- 1996 $ _____	- 2001 $ 679,000.
- 1997 $ _____	- 2002 $ 699,000.

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Backlog of now deficient works will increase.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes _x_ ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 164.0 (part)
    (b) AT CITY'S COST OF $ 3,231,000.
    (c) SCHEDULED TO START IN THE YEAR 1998 to 2002

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1993 Catch Basin and Drain Connections**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of catch basins and connecting drains in conjunction with sewer works proposed by the Region under the Local Improvement Act.
4. DEPARTMENTAL PRIORITY ORDER: 10
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) /
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 50,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 50,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 50,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Delay in reducing flooding during heavy rainstorms.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 62.0
    (b) AT CITY'S COST OF $ 50,000.
    (c) SCHEDULED TO START IN THE YEAR 1993

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1994-1997 Catch Basin and Drain Connections**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of catch basins and connecting drains in conjunction with sewer works proposed by the Region under the Local Improvement Act.
4. DEPARTMENTAL PRIORITY ORDER: 11
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1997
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 277,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 277,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ _____
- 1994 $ 50,000.	- 1999 $ _____
- 1995 $ 50,000.	- 2000 $ _____
- 1996 $ 50,000.	- 2001 $ _____
- 1997 $ 127,000.	- 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Delay in reducing flooding during heavy rainstorms.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 62.0 & 66.0 (part)
    (b) AT CITY'S COST OF $ 277,000.
    (c) SCHEDULED TO START IN THE YEAR 1994 to 1997

Signature of Department Head/ Local Board Manager
1992 October 22
Date

Signature of C.A.O
OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **1998-2002 Catch Basin and Drain Connections**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Construction of catch basins and connecting drains in conjunction with sewer works proposed by the Region under the Local Improvement Act.
4. DEPARTMENTAL PRIORITY ORDER: 12
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT -
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 2002
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 734,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 734,000.
10. (a) YEAR OF EXPENDITURE:

- 1993 $ _____	- 1998 $ 134,000.
- 1994 $ _____	- 1999 $ 140,000.
- 1995 $ _____	- 2000 $ 147,000.
- 1996 $ _____	- 2001 $ 154,000.
- 1997 $ _____	- 2002 $ 159,000.

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*
    Delay in reducing local flooding during heavy rainstorms.
15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No ___ Yes x ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget) 66.0 (part)
    (b) AT CITY'S COST OF $ 734,000.
    (c) SCHEDULED TO START IN THE YEAR 1998 to 2002

Signature of Department Head/ Local Board Manager
1992 October 22
Date

Signature of C.A.O
OCT. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1993-2002 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: **Public Works Department**
2. PROJECT NAME: **Safety Netting on Mount Albion Road at Glendale Golf Course**
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Supply and installation of nylon netting and wooden poles on the east side of Mount Albion Road in the vicinity of Glendale Golf Course to prevent golf balls from damaging private property in the area.
4. DEPARTMENTAL PRIORITY ORDER: 13
5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____
6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost / Benefit) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST
   (Staffing and/or resource requirements) _____
7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL
8. (a) PROJECT STARTING DATE (MONTH-YEAR)
   (Year of O.M.B. approval): Jan 1993
   (b) PROJECT FINISHING DATE (MONTH-YEAR): Dec 1993
9. (a) GROSS COST OF PROJECT
   IN YEAR-OF-START DOLLARS: $ 50,000.
   (b) LESS PROVINCIAL SUBSIDIES: $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 50,000.
10. (a) YEAR OF EXPENDITURE:
   - 1993 $ 50,000.
   - 1994 $ _____
   - 1995 $ _____
   - 1996 $ _____
   - 1997 $ _____
   - 1998 $ _____
   - 1999 $ _____
   - 2000 $ _____
   - 2001 $ _____
   - 2002 $ _____

11. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECT DIVISION
        No x Yes __
    (b) If no, the basis of assumptions 3% inflation rate
12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS NIL
    (b) IN THE COMMUNITY _____
13. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:
    (a) FIRST YEAR - DATE (MONTH-YEAR) _____
    (b) GROSS COST (All Inclusive) $ _____
    (c) LESS RECOVERY/REVENUE $ _____
    (d) NET CITY'S COST $ NIL
    (e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____
    (f) GROSS COST (All Inclusive) $ _____
    (g) LESS RECOVERY/REVENUE $ _____
    (h) NET CITY'S COST $ NIL

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS *PROJECT:*

    _____

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No x Yes ____ ; If yes,
    (a) PROJECT NO. (1997-2001 Capital Budget)_____
    (b) AT CITY'S COST OF $ _____
    (c) SCHEDULED TO START IN THE YEAR _____

Signature of Department Head/ Local Board Manager

1992 October 22
Date

Signature of C.A.O

Oct. 26/92
Date

16. FUNDING (Treasury Department To Complete):
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
        Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
        (i) ANNUAL DEBENTURE FINANCING COST: $ _____
        (ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architect Division, Property Department.

CITY COUNCIL
HAMILTON, CANADA

Alderman Frank D'Am

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8.

1992 October 19

Mr. Kevin Christenson
Secretary
Transport and Environment Committee

Dear Mr. Christenson:

Would you please place the following item on the next agenda of the Transport and Environment Committee for the meeting of 1992 November 2.

City Tree Removal - **Mr. F. Reichl**
21 Abbington Drive
Hamilton, Ontario

Thanking you in advance for your cooperation in this matter, I remain,

Yours very truly,

Frank D'Amico/sma

Frank D'Amico
Alderman, Ward 8

c.c. Alderman H. Merling, Chairperson, Transport and Environment Committee
c.c. Mr. F. Reichl, 21 Abbington Drive, Hamilton, L9C 4R2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1992 October 29

REPORT TO: Mr. K. Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: **City Tree Removal - 21 Abbington Drive**
(92.0126 92.2207)

RECOMMENDATION:

That the Transport and Environment Committee not approve removal of the City tree (14" diameter White Ash) at 21 Abbington Drive.

D. LOBO
DIRECTOR OF PUBLIC WORKS

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Under the City of Hamilton By-law No. 92-155 respecting trees passed by Council on June 30, 1992; subsection 5(2) does not permit the removal of this healthy public tree. However, under subsection 7(2), City Council may only under exceptional circumstances approve the removal of a healthy public tree. Subsection 10(2) states that if approval is given the proponent shall pay the City the cost of removing the tree plus the cash value of the tree as established.

The costs for same are as follows:

Cost to remove tree - 4 hours	$400.00
Cost to remove stump	$100.00
Value of tree (includes replacement)	$450.00
Total:	$950.00

BACKGROUND:

On September 15, 1992, Mr. Frank Reichl of 21 Abbington Drive contacted the Public Works Department, Parks Division, Forestry section to complain about the excessive seeds falling from the 14" diameter Ash tree located at the side of his house. He was advised at that time that a Forestry investigator would be sent to his home to determine ownership of the tree and assess the situation.

On September 17, 1992, it was confirmed with Mr. Reichl that the tree was located on the City road allowance and therefore City owned. And, that because of the healthy condition of the tree staff could not undertake removal, but that we would send a crew to trim it well back from his house.

On September 23, 1992, the tree was trimmed.

On September 21, 1992, Public Works, Parks Division received a letter from Mr. Reichl explaining that he had contacted Alderman D'Amico's office and that trimming the tree was not satisfactory. In the letter Mr. Reichl stated that he was disabled and could not continue cleaning his eavestroughs and that the offending tree should be removed.

On October 2, 1992, Mr. Reichl was advised by a letter from our Public Works Department, Parks Division that removal of this tree was prohibited under the existing City By-law respecting trees. However, Forestry staff would continue to perform any maintenance required. Alderman D'Amico was also notified at this time, by memo, regarding the City By-law respecting trees and that City Council only under exceptional circumstances could approve the removal of this tree.

CONCLUSION:

The Public Works Department, Parks Division, Forestry staff have investigated this tree and found the publicly owned 14" diameter White Ash at 21 Abbington Drive to be in healthy condition and do not recommend removal. The tree trunk is approximately 15' from the side of Mr. Reichl's house and it has been trimmed well back by Forestry staff. The excessive seed production is a result of previous years drought-like conditions and the tree's internal system trying to ensure the existence of it's species.

RG/rb

cc R. Chrystian, Manager of Parks
cc J. Pook, Horticulturist
cc M. MacKinnon, General Foreman, Forestry

9.

Permit Programs Increase On-Street Parking Availability in Residential Areas

BY MARTIN B. HAZELL

In response to residents' concerns about the lack of available on-street parking in the vicinity of their homes, the City of Hamilton has enacted several different programs to increase the availability of parking for residents on local residential streets. Two of these programs involve the issuance of on-street parking permits to residents and are based on the principle of eliminating long-term nonresident parking.

The reserved permit parking regulation is very restrictive and is thus used only in neighborhoods with severe parking problems. The most widely accepted and successful program has been the time limit exemption program, which eliminates long-term nonresident parking on local streets.

Programs

Reserved Permit Parking

In 1977, the Hamilton City Council enacted a bylaw to provide for the implementation of reserved permit parking regulations on city streets. The primary purpose of this regulation is to assist residents of a particular street with their parking difficulties by prohibiting parking by all motorists, except residents of abutting property who have obtained the necessary parking permit. The regulation bans visitor and nonresident parking, and it is generally used only where the residents of a particular street have experienced extreme parking problems, such that they are willing to live without visitor parking in front of their homes. Vehicle loading and unloading is still permitted in these areas. Currently, there are approximately 60 street sections signed with reserved permit parking, for which approximately 550 parking permits were issued in 1990.

The reserved permit parking regulation can be implemented on streets, or parts of streets, upon the city council's approval of a bylaw. The regulation can be implemented on a full- or part-time basis, depending on the wishes of the residents.

A full-time reserved permit parking sign is illustrated in Figure 1. A fine of $13 is prescribed in the traffic bylaw for vehicles found parked in violation of this regulation.

Reserved permit parking regulations are applicable only to local residential streets, not to arterial streets.

Only those residents of property immediately abutting the street with the reserved permit parking regulation are entitled to purchase a permit exempting their vehicle from the signed regulation. Residents may be issued additional permits if there are a sufficient number of parking spaces available. In all cases, the number of permits should not exceed the number of legal parking spaces in the block.

The charge for each parking permit is $1 per month, payable in advance on an annual basis. The rationale for the monthly charge is to encourage residents who have off-street parking available to use those facilities, rather than parking on the street as a matter of convenience. The on-street parking spaces are then available for residents who truly need them. The monthly charge also offsets some of the cost of signing and administering the program.

A permit may be issued only for vehicles registered to residents of one-, two-, or three-family dwellings abutting the regulated street.

All applicants for a permit must provide proof of residency by showing their vehicle registration permits. The only exceptions are for company or leased vehicles, and in such cases the applicant must provide either a letter from the company stating that the applicant also operates the vehicle for personal use, or a copy of the lease agreement.

Residents who are confined to their homes such that they rely on others for essential services may obtain, at no charge, "home services permits." These permits allow health care and other service workers to park their vehicles within existing reserved permit parking areas convenient to the resident they are visiting, for a maximum of two hours, while

Conversion Factors

To convert from	to	multiply by
ft	m	0.3048



Figure 1. A full-time reserved permit parking sign and a sample reserved parking permit.

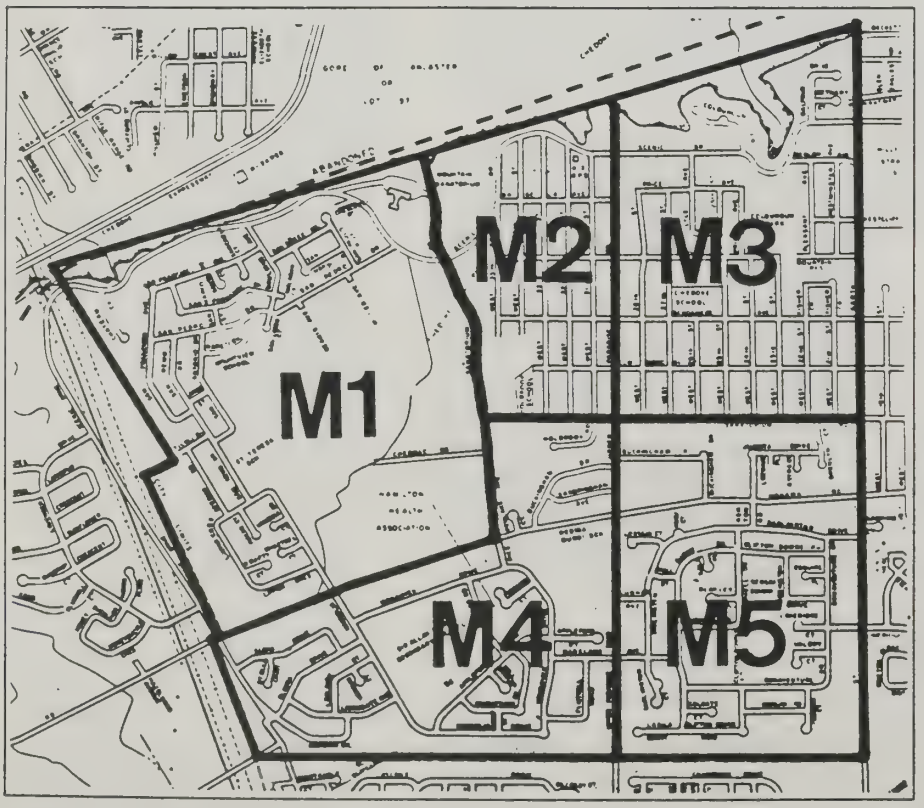


Figure 2. A typical time limit area.

the services are being performed.

Permits may be issued only for automobiles, station wagons, vans, and other vehicles that are not registered as commercial motor vehicles, or for vehicles that may be registered as commercial vehicles but that have motor vehicle permits upon which the Ministry of Transportation has stamped the words "Primarily Personal/Recreational Use" or "P.U.O." Parking permits are thus not issued to commercial vehicles including trucks, buses, vehicles exceeding 21 feet in length, trailers, and so forth.

The universal 12-hour parking time limit for all city streets continues to apply to permit holders.

The permit, a sample of which is shown in Figure 1, must be permanently affixed to the lower left corner of the windshield (driver's side).

Time Limit Parking

The time limit exemption program is designed to increase the availability of on-street parking for residents by discouraging long-term nonresident parking on residential streets. This program has been in use in Hamilton since 1979 and is based on the principle of allowing residents to obtain permits to exempt their vehicles from signed parking time limit regulations, that apply to all other motorists. As a result of petitions by residents of local streets adjacent to such traffic generators as hospitals, factories, and educational institutions, virtually all of the residential streets in the vicinities of these large traffic generators are signed with parking time limits. This regulation is less restrictive than reserved permit parking since motorists lacking permits are allowed to park on the street for a period of time not exceeding the signed time limit.

The city has been divided into areas for the purpose of issuing permits. A typical time limit area is shown in Figure 2. Permit holders are exempt from any signed parking time limit on any local residential street only within the specified area in which they live. Approximately 1,025 time limit exemption permits were issued in 1990.

Parking time limit regulations can be implemented on streets, or parts of streets, with the approval and enactment of a bylaw by the city council. The time limit regulation can be in effect for 24 hours or for only part of the day, de-

pending on the circumstances. The most frequently requested regulation has been a one hour parking time limit, 8 a.m. to 6 p.m., Monday to Friday regulation. A three-hour limit was found to be the least effective regulation for eliminating nonresident long-term parking since area employees, students, and others generally have an opportunity to move their vehicles one to two times per day and therefore frequently continue to park on the street.

While parking time limits may be signed on arterial streets to create a parking turnover in commercial areas, exemption permits apply only to signed time limits on local residential streets. The universal 12-hour time limit for all city streets continues to apply to permit holders.

A standard parking time limit sign is illustrated in Figure 3. A fine of $6 is prescribed in the traffic bylaw for vehicles without permits found illegally parked in excess of the posted time limit.

The charge for each time limit exemption permit is $2 per month, payable in advance on an annual basis. The rationale for the $2 per month charge is to encourage residents who have off-street parking available to use those facilities, rather than parking on the street, and also to offset some of the cost of posting signs and administering the program.

The traffic bylaw provides that time limit exemption permits may be issued only to residents of one-, two-, or three-family dwellings. Permits may be issued to residential buildings containing four or more dwelling units (apartment buildings) only under exceptional circumstances and only with the approval of the city council. Standard practice of the city council has been to issue time limit exemption permits only in accordance with the shortage of off-street parking under current zoning bylaw requirements for each particular apartment building, and only where the issuance of such permits will not create difficulties for other residents.

Applicants must provide proof of residency by showing their vehicle registration permit. The only exceptions are company or leased vehicles, and in such cases the applicant must provide a letter from the company stating that the applicant also operates the vehicle for personal use or a copy of the lease agreement.

Permits are issued only to automobiles, station wagons, vans, and other vehicles that are not registered as commercial motor vehicles, or that may be registered as commercial vehicles but have stamped on the motor vehicle permit the words "Primarily Personal/Recreational Use" or "P.U.O." by the Min-

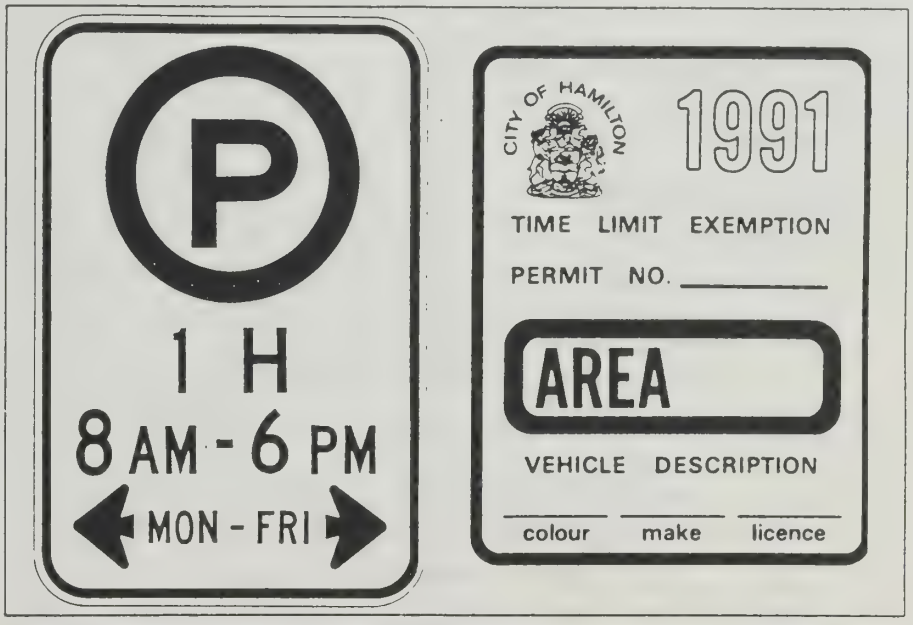
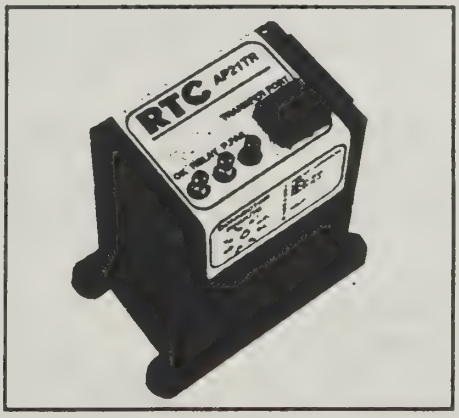


Figure 3. A standard parking time limit sign and a sample of an exemption permit to time limit street parking.

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istry of Transportation. Exemption permits may not be issued to commercial vehicles including trucks, buses, vehicles exceeding 21 feet in length, trailers, and so forth.

The permit, a sample of which is shown in Figure 3, must be permanently affixed to the lower left corner of the windshield (driver's side).

Implementation and Enforcement

Reserved permit parking and time limit regulations are implemented on residential streets only when a majority of residents of abutting property request the regulation. Such requests are usually implemented through a petition circulated by residents of a particular street. Alternatively, a member of the city council can direct the traffic department to poll the residents of a street or area to determine if a majority would be in favor of having either type of regulation implemented on their streets. However, experience has shown that proposals of this nature are more readily accepted when initiated by the residents, rather than by the city.

Following approval of the requested regulation and the enactment of the necessary bylaw amendment by the city council, a date is selected for installation of the signs, and residents are advised by letter two weeks in advance so that they may obtain their parking permits before signs are posted. Courtesy parking tag warnings are issued for one week after the signs are posted, following which regular parking tags are issued.

Summary

The continual steady growth in time limit regulations and reserved permit parking regulations, and the subsequent growth in the issuance of permits, is evidence that both of these programs are successful in maximizing on-street parking for residents in areas where excessive nonresident parking occurs. The time limit exemption program has been the most successful and widely used of the two programs. Figure 4 illustrates the annual increase in the issuance of parking permits in recent years, and Figure 5 illustrates the number of block faces signed each year with reserved permit parking and time limits.

The increasing number of time limit and reserved permit parking regulations places heavy demands for enforcement of illegal parking by parking control staff. It is recognized that regular and continual enforcement is essential to the effectiveness of these regulations, and enforcement is provided at the highest level that manpower allows. Nonetheless, complaints are sometimes received that enforcement is not provided every hour of the day on every street. ▮



Martin B. Hazell is the manager of Community Traffic Services for the City of Hamilton, Ontario, Traffic Department. He has been with the city for 12 years. Hazell is a 1978 graduate of Mohawk College of Applied Arts and Technology. He is a Member of ITE.

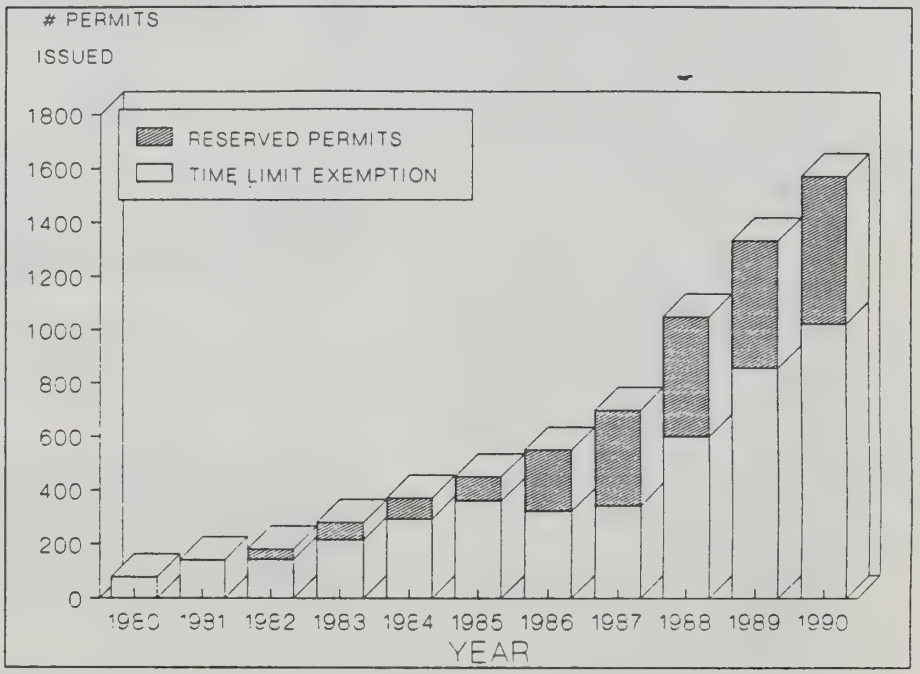


Figure 4. Increase in parking permit issuance from 1980 to 1990.

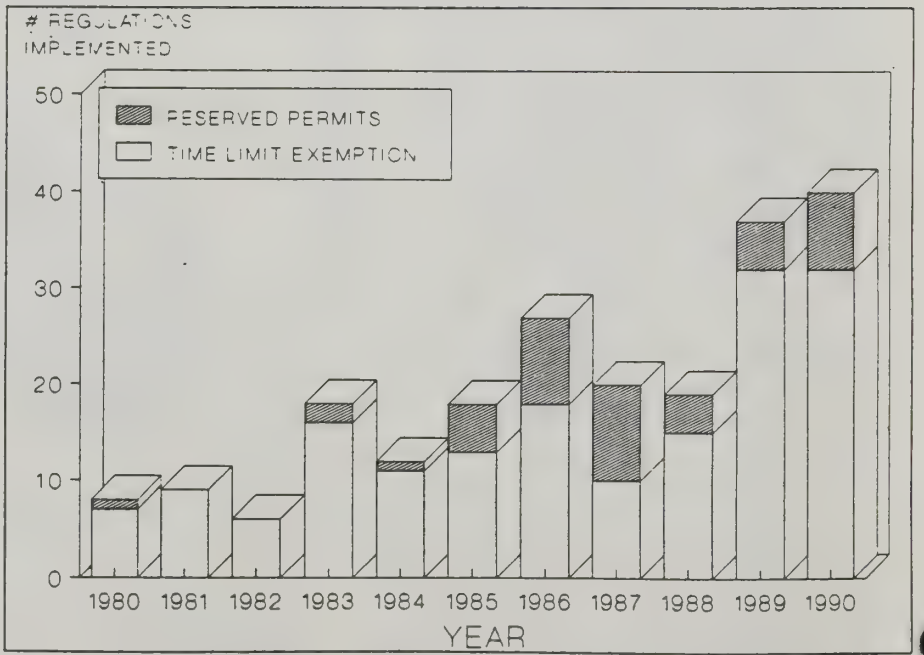


Figure 5. Number of block faces signed each year with reserved permit parking and time limits.

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